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the men who specify them



the men who fit them



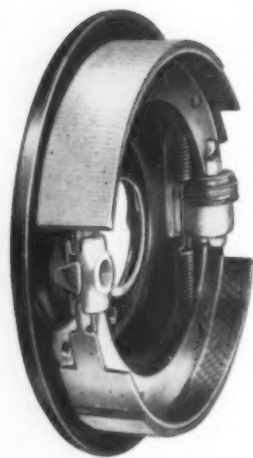
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Just once in a very long while there comes a car that sets the U.S. silently by storm. A car that 'has everything' from a lovely Pinin Farina design to superlative gadgets that turn day-by-day motoring into luxurious pleasure. Such a car is Hudson's exclusive Rambler.

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- ★ Engine:
6 cylinder side valve 3205 c.c.,
90 b.h.p. at 3800 r.p.m.
- ★ R.A.C. Rating: 23.4
- ★ Tank Capacity: 16½ gallons

- ★ Overall length: 15' 6"
- ★ Overall width: 6' 1½"
- ★ Equipment includes: Heater, Radio, Overdrive, Windscreen Wash, Airliner Reclining Seats, Tubeless Tyres.

★ THESE OTHER MODELS AVAILABLE FROM HUDSON DISTRIBUTORS

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CROSS-COUNTRY STATION WAGON. Engine: As above. R.A.C. Rating: As above. Tank Capacity: As above. Overall length: 15' 6". Overall width: 6' 1½". Carrying Capacity: 5' 7". Carrying Capacity (seat up): 3'. Carrying Capacity (seat down): 60 cu. ft. Equipment includes: Clock, Heater, Radio, etc., as above.

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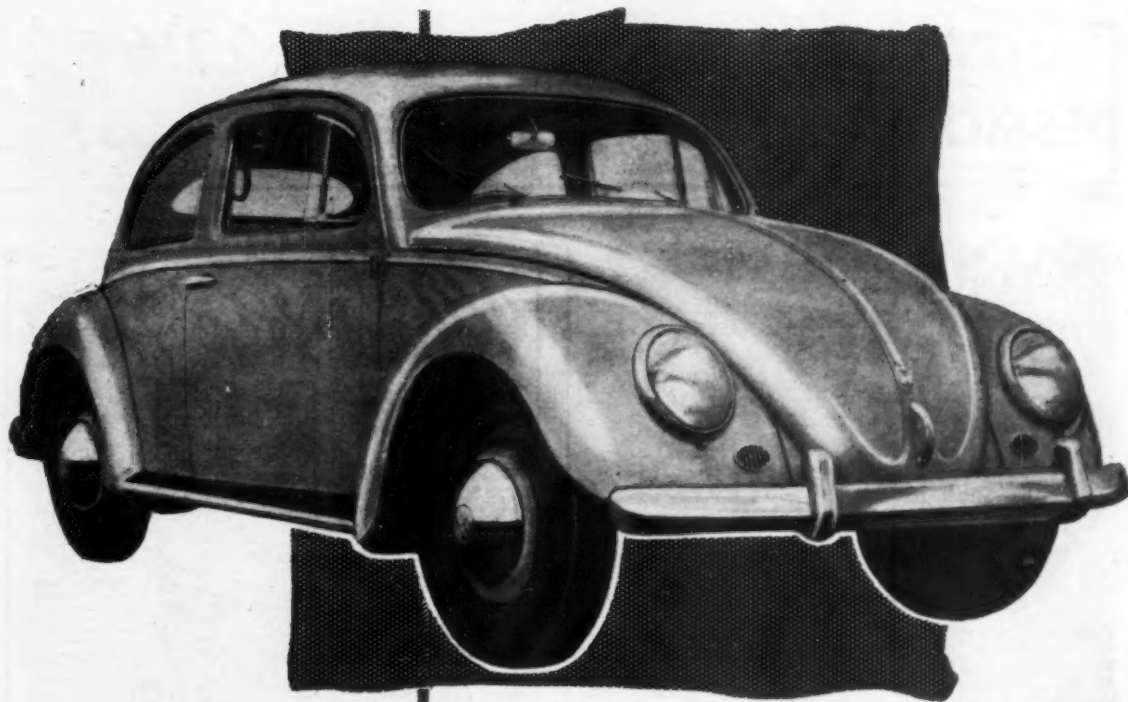
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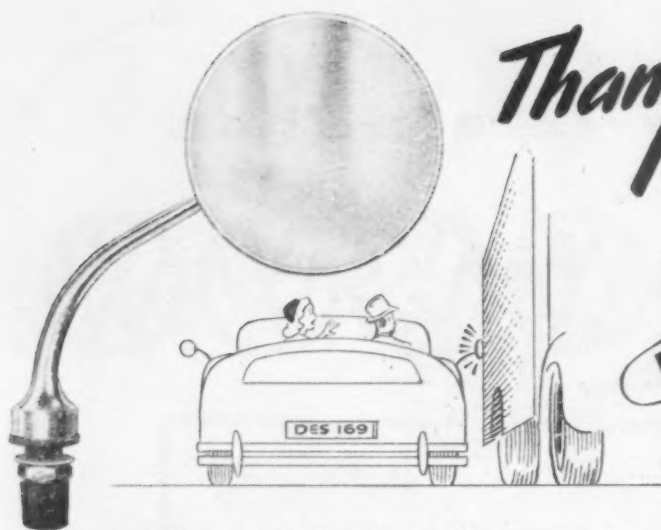
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who forgot
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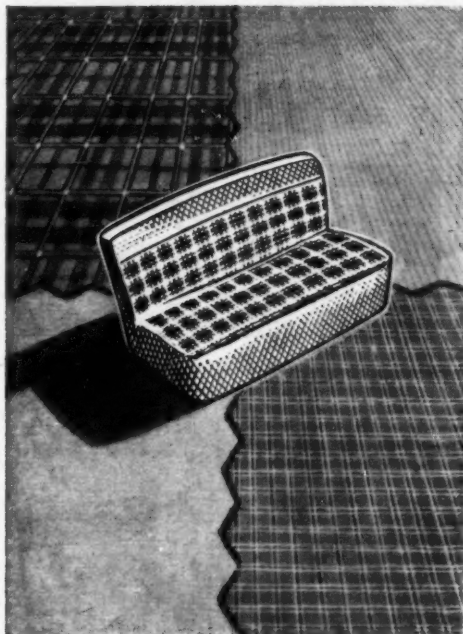
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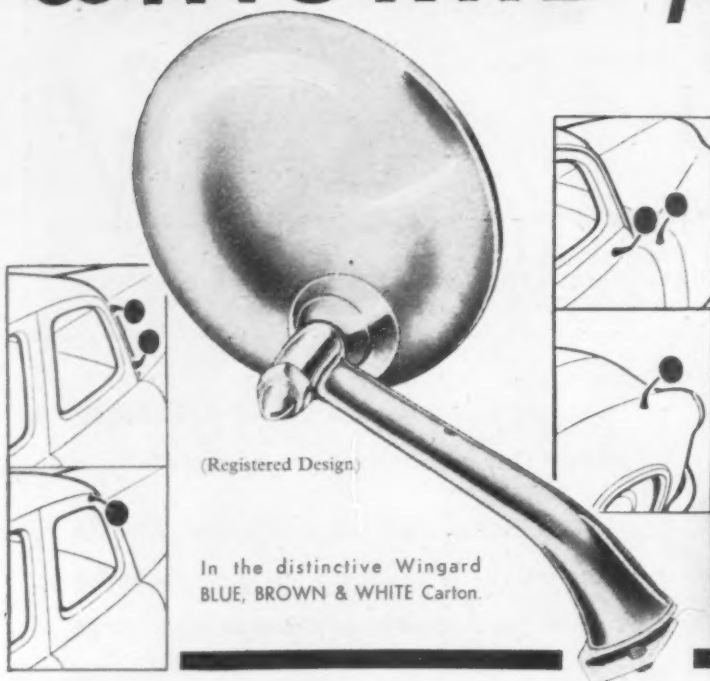
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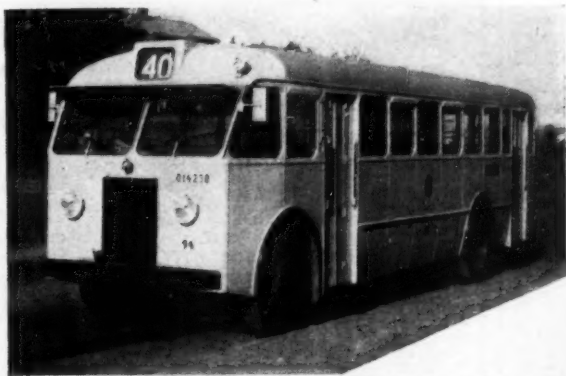
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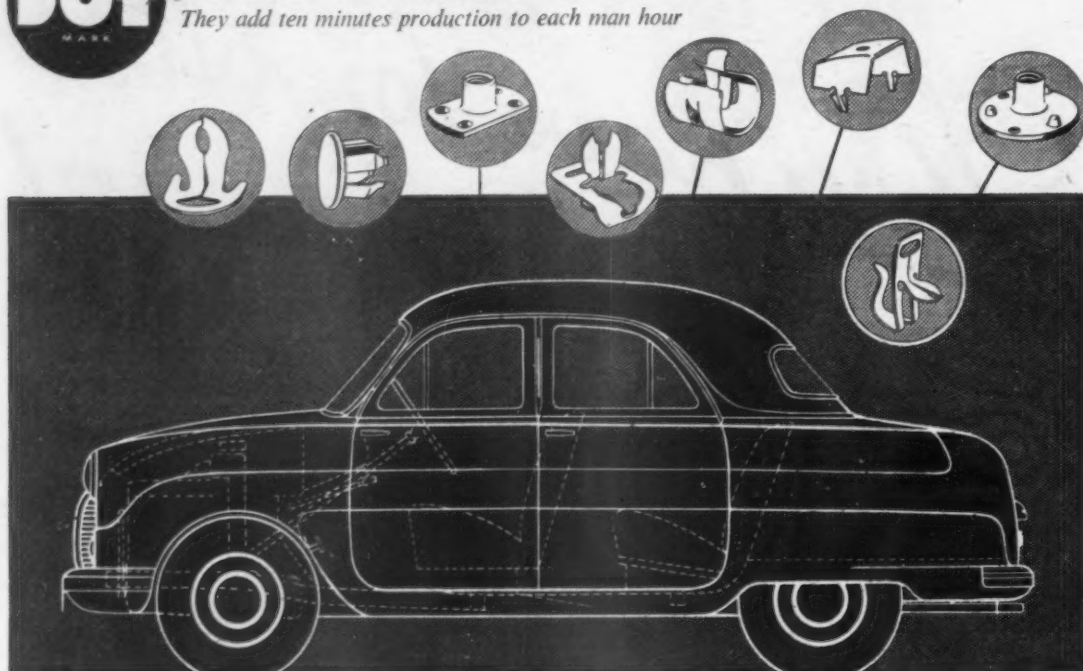
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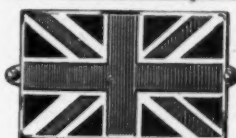


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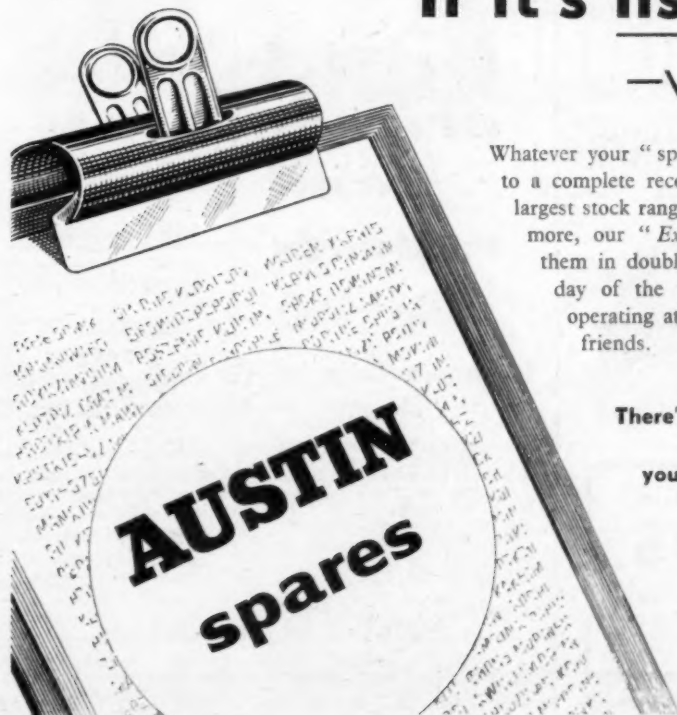


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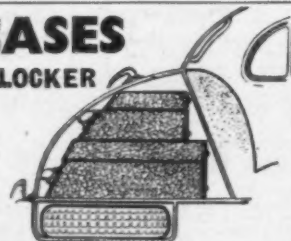
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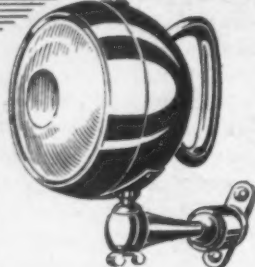
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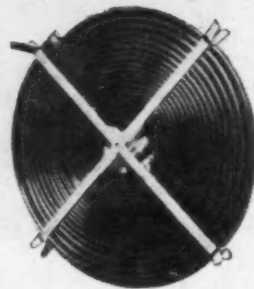
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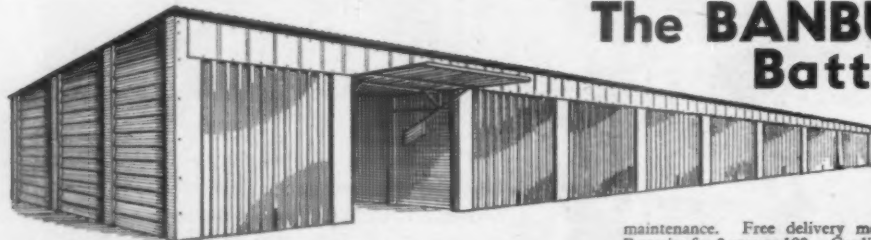
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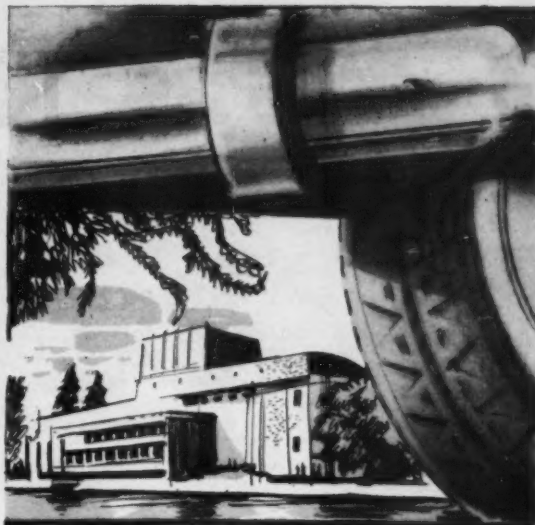
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The Autocar

FOUNDED 1895

No. 3115

Friday, 12 August 1955

Vol. 103

Choose Your Garage

WHAT, we wonder, do American visitors think of the average petrol filling station that they meet in their drives through the British Isles? And what do we think of their filling stations when we drive in the United States? Whatever the answers, there is a case for getting together, pooling ideas and then trying to raise British standards to the combined best. To judge from personal experience in America we would hazard a guess that, while Britain could offer examples as good and as bad as anything seen on the other side of the Atlantic, the Americans would most likely take the prize for service—mainly because motorists insist on it.

The majority of garages over here leave themselves open to some criticism and it is partly the fault of the motorist that shortcomings continue to exist. Americans are more conscious of good service and attention, and the competition is fierce. The filling station that fails to give real service finds it hard to stay in business.

What constitutes service? The following points would certainly qualify. Attendants who know their job and concentrate on doing it, so avoiding spilling of fuel and the dragging of hoses across coachwork; sufficient staff to avoid delays; your windscreen cleaned while you wait; and a till or purse which is handy for quick payment and change. The garage itself should have good approaches (filling up on the roadside should seldom be tolerated); the pump should be under cover; equipment should be clean and efficient; there should be adequate light, and a civilized cloakroom should be available. Additional refinements which are appreciated are clean overalls for the attendants and, to protect the car from spilling and rubbing, an "apron" to slip over the car filler.

Overseas Standards

Many, even the majority, of American filling stations offer such amenities and often a quick-service café as well, but why must they make the countryside hideous with hoardings, strip-lights, acres of concrete, masts or stark towers on the buildings, a multitude of small advertisements, and warning notices for miles on either side?

Proprietors of garages in this country have not yet considered it necessary to offer as much in the way of service and facilities as those mentioned above, but, on the positive side, there are examples of the touch of the artist which succeed in making the garage almost a place of beauty and at least no eyesore or blot on the countryside. The Scribe mentions such a one this week. The chances at such places are, too, that the man who fills the car will be a friendly, helpful soul, even if he does not think to clean your windscreen and lacks the spray and leather with which to do it even if you ask.

We do feel most strongly that a motorist in this frequently inclement climate ought to be provided with a roof over his car when he calls for replenishment or attention, and we deplore the practice of filling up at the kerb of the main street of a town. Regarding the former point, we wonder how many readers have tried in vain to find an under-cover garage between, say, Baldock and Bawtry on the Great North Road. Where reasonable facilities are lacking the remedy is largely in the hands of the motorist, but the fuel companies who are now building or converting more stations for their own products assume some of the responsibility and should also continue to set an example.

For some years, Great Britain, and more particularly England, has suffered a deterioration in the attitude of individuals over service to their fellows. A dislike of obsequiousness has brought about what is often a truculent unwillingness to go beyond condescension. This is a pity, because the English are, at heart, an hospitable race.

On the other side of the pumps, motorists might sometimes be a little more appreciative of the service of good attendants. We do not believe in the tipping system at the filling station, except for special purposes, but we do believe in courtesy and kindness. And why, oh why, cannot we get used to asking for a pound's-worth of petrol instead of so many gallons and the inevitable change?



The Hillman coupé which provided economical motoring with a minimum of trouble

By STUART BLADON

BORDERLINE MOTORING

10,000 Miles—and Good Fortune—with Two Much-used Cars

EARLY introductions to the pleasures of motoring vary considerably and some people are luckier than others in being brought up on new cars and not-too-limited financial support. But for some of us there is no rich aunt to buy the first expensive two-seater and a more restricted policy has to be followed. Instead, we spend precious savings on an exhausted car and run it along the borderline of expense and income. Under such circumstances, and very much in doubt, I decided to venture into the motoring world and to test for myself the theories so often expounded on the cost of insurance, depreciation, garaging and other motoring overheads.

The first problem—acquiring the vehicle—was at once the most difficult. Consideration of a motor cycle revealed many points outweighing the economy factors and a small car seemed to be favourite. So I accordingly visited the numerous local dealers and advertisers; this stage proved to be extremely interesting, though naturally rather worrying. Eventually the great decision was made and I purchased a small coupé.

It was a Salmson-bodied Hillman 10, built in 1933, and on the trial run it seemed to be ideal for my requirements. The hood was sound and had the advantage that it could be quickly folded back into the coupé-de-ville position and was then wound back with a detachable handle, giving a completely open car for fresh-air motoring. The paintwork was fair and everything seemed to be mechanically sound. The oil pressure indicated on the gauge, however, was ominously low, but as only very moderate mileages were contemplated I felt that I could cope with a rather excessive oil consumption. There were other faults in the car, but considering them all it seemed, and was, reasonable value for £55 with prices as they were then (1953).

So the arrangements were made, and the following day

I made a one-way bus journey to the dealer and the car was mine. No new faults appeared after the Hillman had been in use for some time, but the original ones made themselves painfully noticeable. I ran the car for six months only, covering less than 3,000 miles, and during this time it proved to be value for money and a sound investment; but there it ended.

Many miles ago the little side-valve engine must have started grumbling about a major overhaul; in my possession it was, alas, screaming out for it! On a long journey, when the oil became really hot, a quart did not last more than 100 miles; but with frequent cold-starting and short journeys the level in the sump could actually be noticed to increase as petrol, water and other adulterants found their way past the pistons.

On the road, 45 m.p.h. was about the maximum, and the engine then sounded as though it was on the point of blowing up at any minute; 35 m.p.h. was the best cruising speed. Braking was also far from satisfactory: the system used was of the self-wrapping cable-operated type, in which the leading shoe is activated by the rotation of the wheel and operates the trailing shoe through linkages, thus giving a two-leading shoe effect. The principle was sound and the actual braking effort was good, but unfortunately the whole system was suffering from the effects of twenty years' use. Serious wear had occurred in the linkages and cables and it was quite impossible to balance the brakes on one side with those on the other. Furthermore, the sideways pull when the brakes were applied was never constant, so that the car would veer violently to left or right according to chance just at the crucial moment when the car was required to follow a straight line.

Another rather troublesome fault was that the stop-plate on one of the rear brakes had worn excessively and allowed

the whole assembly to rotate slightly when the brakes were used while reversing. No matter how gently the pedal was applied, the result was a phenomenal and violent stop, leaving a black mark on the road which varied in length only according to the speed of reversing. This trouble defied all attempts at economical repair and the only solution was always to reverse uphill! However, this fault produced an interesting reaction in passengers who, until they knew the habit, thought we had hit something.

Steering was quite positive, but the Hillman had pronounced oversteer which was made tolerable only by the low speeds of which it was capable.

The head lights were sufficient for the performance but placed heavy demands on the dynamo; current was taken from the battery at about four or five amps while both lights were on, even though the dynamo was doing its best, so that 100 miles or so was about the limit for night driving. As the third brush was fixed it was not possible to alter the rate of charge.

Only one other trouble needs to be listed, and that was the difficulty which occurred in trying to start the engine when the temperature had fallen much below freezing. Worn timing-gear and an easily flooding carburettor demanded hot water in the radiator to enable the car to be started when it was really cold.

There was one occasion, under extreme conditions, when even this did not work and the car had to be left in the open all day with the temperature well below zero and the cooling system full of water. The drain tap had, of course, frozen solid; shortly afterwards so did the water, and it was a credit to the pre-war castings that no damage was done either then or in the thawing-out process afterwards.

Now from the critical to the more favourable aspect of this Hillman. In this comparatively short time it never broke down on the road or caused avoidable trouble. The maintenance it received was limited to cleaning plugs and points, greasing and oiling, and trying to adjust the brakes. In fact, expense was kept to the absolute minimum, as will be seen from the final assessment outlined below:

Total miles: 2,491. Time used: 6 months.		£	s	d
Petrol, 78 gals		17	4	10
Oil, 28 pints		2	3	3
Tax and insurance		12	16	3
Accessories		5	2	1
Maintenance and repairs		1	9	1
Total		38	15	6

Overall fuel consumption=32 m.p.g.

Overall oil consumption=89 m.p.p.

Overall cost per mile: 3.7d.

Overall cost per day: 4s 3d.

One important lesson arising from the final assessment is that even with a car consuming oil at the rather rapid rate of one pint every hundred or less miles the actual expendi-

ture this involves is a comparatively small proportion of the overall running costs.

Eventually, however, the opportunity occurred to sell the little Hillman coupé. In spite of complete honesty about the condition of the engine, the original purchase price was realized and the car sold for £55 taxed but uninsured.

So far the experiment had succeeded and the cost of motoring had been kept to a reasonable limit, but this was on a low-power car used for only six months at the unusually low rate of 5,000 miles a year. The second part of the experiment involved a bigger car and a more normal annual mileage; but here again the mileage was limited to purely personal and pleasure use and the same system of reducing expenditure was employed.

Although doubtful as to whether it would prove an economical proposition I decided to buy a 1937 Vauxhall 14 big touring saloon. It was sold to me for only £50—but not without reason, for it was in a sorry state and must have seen some very unkind ownership in the past. The running boards had gone and so had most of the paintwork. The engine, which had been renewed only four years previously, had seen a terrific mileage and was beginning to go home. Later I learnt that its one-time owner had lived 35 miles out of London and motored in every day.

On trial the Vauxhall seemed very good. It was capable of cruising at 30-40 m.p.h. and for short periods it would hold 50 quite comfortably with an available maximum in excess of 60. After a smaller car with rigid front axle suspension the independent springing on the Vauxhall seemed to be bordering on luxury. The engine was comparatively quiet, and with the exception of the Trafficators and clock everything seemed to be in working order.

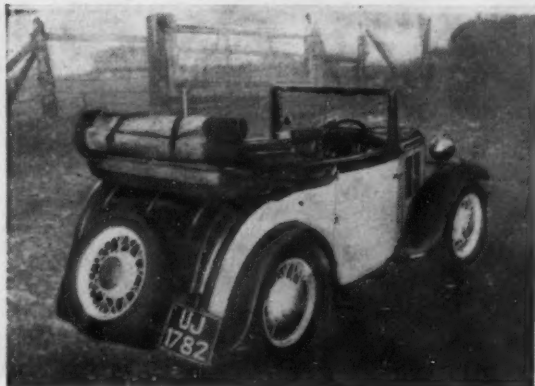
There was no indication that the car had ever been cleaned, for mud and dirt covered the entire surface, but beneath the encrustation it was found that the surface had been polished down to the undercoat of a war-time grey.

The interior was very rough, and inadequate attempts had obviously been made to repaint the imitation wood facings. The leather seats were beginning to wear through, and door trims, roof linings and the window-winding mechanisms all bore evidence of some very careless use during their 17 years' life.

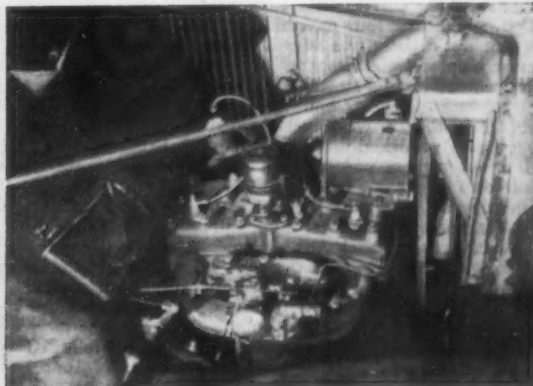
The oil pressure was again noted to be very low, and the condition of the bearings was under suspicion; but, considering all, it was clearly a bargain, and so the change was made. Rather sorrowfully—for the Hillman had been a faithful little car—I parked it for the last time and handed over the key to its new owner, and climbed into the leviathan that was replacing it.

After purchasing any used car, the most important moment is when the dipstick is inspected after the first long run; and on the Vauxhall this showed that the first 100 miles had taken a pint of oil. In fact, a useful point for the second-hand car buyer is that the dipstick can be a good guide to the condition of the engine. Clean oil, well

An additional blast of fresh air could be obtained by opening the wind-screen; this view presents quite an attractive outline for so old a car



Excessive wear had seriously affected the condition of the Hillman engine, but in spite of this the power unit proved to be reliable





The Vauxhall 14 big touring saloon, seen here with Lucas spotlight and improved frontal appearance after the accident damage had been repaired

up to the full mark is not very informative; it may indicate a good, almost new engine, or simply that the oil has been changed for sale. But if the oil is black and almost at the bottom of the dipstick, then at once the engine is suspect, and may prove to be an expensive "oil burner."

The first long journey also tells a lot that cannot be discovered on the initial test run. In this instance, after ten miles or so, when the oil was well warmed, the true state of the bearings became obvious. On a long, gradual incline, "bearing-rumble" could be heard, almost like distant thunder. The oil-pressure, low on the test run, now fell away to nothing when the engine was ticking over, the warning light shining brightly. Even at cruising speeds in top gear 15 pounds was about the most recorded on the gauge.

A strange movement of the steering wheel was also noticeable on gradual left-hand bends, and this was attributed to excessive wear in the king-pin on that side. In actual fact, the play was more in the eye of the beam axle, which had, of course, worn oval. And the unmistakable "song of the back axle" gave warning that any mile might be the last for the crown wheel.

Taking Out the Pleasure

Other faults showed themselves, but the worst feature of this car was the condition of the brakes, which took most of the pleasure out of the driving. But then this was a £50 car, and one in such condition that only the present rate of purchase tax on new cars and its effect on the second-hand market, was keeping it on the road.

During the first four months with this car, my time for carrying out repairs was very limited; oils were changed, chassis nipples were supplied with grease, and a marked improvement in the already satisfactory ride was noticed after refilling the spring-housings and rear shock absorbers. Later, the whole car was brush-painted in grey, a very good effect being produced with two pints of Brushing Belco, and minor repairs and adjustments were carried out as required.

One day in August the Vauxhall qualified for a holiday. As the car mounted the brow of a small hill in Hampshire on a secondary road, a black Austin Somerset appeared, coming fast along the wrong side of the road. The rather doubtful brakes and the excellent windtone horns were both applied hard, but alas, with only partial success. For the oncoming driver—a Canadian on holiday in this country—was more accustomed to passing traffic on the right, and what followed was the natural result. In actual fact, at the time of impact

the Vauxhall had just come to a standstill, and the Austin, bows down under heavy braking, was making only about eight miles an hour.

This was one of the rare occasions when a violent swerve to the wrong side of the road *might* have saved the situation. But at the time it was hoped that this course would be taken by the approaching car—to its correct side of the road; when it was realized that this was not going to happen it was too late for evasive action.

The result of the impact made one point quite clear: for crashworthiness a big pre-war car with a chassis is preferable. The spring-mounted Vauxhall bumper took a lot of the shock, but water was running fast out of the radiator, which had split, and the whole of the front was damaged. Structurally, however, the car seemed all right, and when the break-down lorry had dragged the other car away it seemed likely that it would be possible to continue the journey. A half-pint tin of Never-Leak was poured into the radiator, and this effectively stopped the seepage; then, after garage mechanics had checked the steering mechanism for damage, the journey was continued. After the remaining 70 miles the radiator was still full of water.

Naturally a car of this age was covered only by third-party insurance, and settlement of the claim to repair £50 worth of damage involved a certain amount of difficulty. To this end, the various photographs that had been taken after the accident were quite invaluable. The "holiday" lasted six weeks, and then the car was back on the road with spotlight, bumper, radiator and grille all renewed. Total cost of the repair had been £52; if it had been much more the insurance company, of course, would have written the car off at its market value.

Finally, some six months later, the day came for sale, and a dealer allowed £75 on the Vauxhall in part exchange for a post-war car; in view of the improvements which had been made since its purchase a year before, the £25 "profit" was reasonable. When the cost of the year's motoring in this 14 h.p. car was analysed it was at once obvious that this again had been a sound investment.

Total miles: 7,646. Time used: 25 months.

	£	s	d
Petrol, 287 gals	62	15	11
Oil, 68 pints	5	0	8
Tax and insurance	22	6	7
Accessories	11	15	9
Maintenance and repairs	10	1	4
Total	112	0	3

Overall fuel consumption: 26.6 m.p.g.

Overall oil consumption: 112 m.p.p.

Overall cost per mile: 3.5d.

Overall cost per day: 5s 7d.

It is difficult to see how expense could easily have been

This car provided cheap travel for five with considerable comfort





The danger of third-party insurance is that it may be difficult or even impossible to disclaim one's liability; in the case of this accident photographs proved invaluable. This picture was taken on the advice of the police, who had by now arrived

reduced from this figure. Even the oil consumption had formed only a minor part of the bill, and certainly £10 is a very small sum to spend on repair and maintenance over 7,000 miles with an old car.

With a modern car in first-class condition it might be possible to obtain even more economical running than this; certainly the fuel and oil bill could be reduced. Surprisingly, however, the repair costs on a new car may well prove to be greater than those which have been described. For defects on a good car must be attended to as they occur, whereas on a car that is nearing the end of its useful life repairs can be deferred, as the faults simply add to the

Fortunately the chassis survived the impact, and damage was limited to the more vulnerable parts of the lights, bumper, radiator and grille



general poor condition. Further, depreciation has to be considered, and insurance on an expensive car (fully comprehensive instead of third party) will cost considerably more. On a long-term, and long-mileage basis, these differences would, of course, be ruled out.

In nearly two years I had never removed the cylinder head or sump of either car, or relined the brakes and clutches. In fact, the biggest single repair bill at any garage was £4 for the fitting of a new fuel pump.

In spite of this lack of skilled attention, both cars proved entirely reliable; there was only one roadside breakdown, when a condenser securing-screw came adrift on the Vauxhall. But naturally a car in this condition cannot be depended on with complete confidence, as a major breakdown could occur at any time.

Comparison of the cost of running the two cars is also interesting. The bigger car had involved only four times the expense of the other, and covered three times the mileage; actual cost per mile was less than that of the Hillman. So perhaps for use such as this a small car is not such an economy after all. The cost of running them had amounted to only £150 in a year and a half, or approximately seven shillings a day.

Now the second part of the experiment had been tried successfully, and had proved that borderline motoring was practicable with a large car. But one point which must be remembered is that although no repair work of any magnitude was undertaken, this might easily have become unavoidable. What if, say, the crankshaft on either of these two cars had given up under the terrific pounding of loose big-end bearings; and fractured connecting rods had smashed through the crankcase, ruining the engine?

In seconds, the story would have been quite different, following the failure of gear box, back axle, or any major component. It is probable that expensive repair would have been uneconomical, and the remains of the car must have been sold as scrap.

With these two cars the gamble came off, but the success of borderline motoring obviously depends entirely on luck in escaping major breakdowns.



WINGED WORDS—and important ones to all road users—help to publicize the campaign for speedy and radical improvement of our road system. The helicopter was chartered by the Roads Campaign Council. This picture is an interesting contrast with that published on page 243

Tubeless Film

A RECENT addition to the Dunlop film library is "No Tube: No Trouble," which illustrates the development and testing of the tubeless tyre at normal pressures, and again at only eight pounds per square inch. The new film runs for 16 minutes, and is available for loan to motoring clubs and organizations.

Italian Production Increase

IN the first half of this year exports by the Italian motor industry rose by 86.3 per cent. The new total, 36,728 vehicles, is approaching the number exported during the whole of last year. Nearly all of these products were cars and this export figure represents approximately a quarter of total production during the six-month period.

New Swedish Car

INTRODUCTION of a new car is planned this autumn by the SAAB manufacturers of Gothenberg, Sweden. No major changes of body style are proposed, but a 750 c.c., three-cylinder engine will replace the original two-stroke unit. The new engine—developed by the Heinkel company of Stuttgart—is claimed to produce 36 b.h.p., and will drive through a compact three-speed gear box. The new SAAB is intended to compete with the popular three-cylinder DKW.

Roads of Rubber

ENTHUSIASM overseas appears to be increasing in favour of rubberized roads. In Malaya the Public Works Department has decided that this method of road-building is superior to the more normal use of bitumen; rubber is claimed to give a stronger surface, and to have better weathering and wearing qualities. On the other hand, however, rubber roads have still to be proved economical as at present they cost thirty per cent more than bitumen-surfaced highways. In the meantime, thirty tons of rubber have been purchased to lay a further 20 miles of experimental road.

Museum to Remain Open

FOLLOWING the offer of a guarantee of £4,000, trustees have decided not to close Bowes Museum, at Barnard Castle, Durham, for a further 12 months. The future maintenance of the museum, which is a popular north country show-place, is being considered by the Durham County Council and the guarantee will enable the museum to remain open pending a decision.

Motoring Photographically

IT is well known that a large number of the cars setting out on annual holidays carry with them at least one camera as part of the essential equipment, and it is likely that with the promise of good weather more films than ever will be exposed this summer. Poor holiday prints can be a particular disappointment, and reference to an associated journal, *Amateur Photographer*, may prove of value in avoiding the traditional mistakes, together with such advice as may well make the difference between obtaining indifferent and excellent results.

VAUXHALL GROWTH

WHEN one of the really big private industrial companies decides to embark on a major venture, there is always something very fascinating about the way in which things get done. The Vauxhall and Bedford expansion scheme is typical.

It was decided last year, when production was running at some 130,000 vehicles per annum, that commercial vehicle construction should be moved to Dunstable, leaving the plant in Luton, Bedfordshire, to concentrate on cars, and that expansion should be undertaken that would enable vehicle production as a whole to be doubled—to 260,000 vehicles a year.

Although this decision was made only last year, results are to be seen very clearly already. All commercial (Bedford) vehicle assembly has now moved to Dunstable, with the exception of such light vans as are inseparable from car production, and at Luton a complete hill-side of chalk has been moved to make way for construction of a new, enormous factory building that will include a big press shop.

The changeover of commercial vehicle

NEWS AND

Rally of Police

WINNER of the Tenth International Police Rally this year was a Sunbeam saloon driven by the team of police drivers from Saint-Gilles, Brussels, led by Mr. Emile Van Nieuwenborgh. The average speed including all stops was 68 kilometres (just over 40 miles) per hour; and the car used was the one which won the last Monte Carlo Rally.

One Thousand Up

SINCE the air ferry service to Ireland was opened last April, Silver City Airways have flown one thousand cars across the Irish sea. The thousandth car was a Bedford Dormobile owned by Mr. H. Smith of Dundonald, Ayrshire, who was travelling to the Dublin Horse Show; on arrival at Newtownards Airport he was presented with a commemorative car badge, and his wife received a bouquet.

Small Car for Ireland

THE introduction in Dublin of the new Fiat 600 on the Irish market was attended by government and municipal officials. After the ceremony, 26 new Fiats were driven through the city, each carrying a different county banner. Speaking at the reception, Mr. P. V. McGee, chairman and managing director of the McGee group of companies, stated that Fiat development in Ireland during the last year and a half had been rapid.

Possibility of a New Model

FROM Paris it is learnt that there is possibility of the introduction of a new body style by the Citroën motor manufacturers. If such a change is proposed then the company may install new plant during the annual closing of the works from August 6 to 22. It is known that a new engine, referred to as the D type, is already being fitted in French-produced current models, and is just beginning to become available here. It has a higher compression ratio, with modified ignition timing, and a new crankshaft, connecting rods and pistons.

production lines was carried out completely during the recent two weeks summer holiday period—and so efficiently that not one vehicle was lost from production. And now the foundations are already well under way for new plant that will be additional to the extra space provided for car production by the removal of the commercial vehicle production lines.

Concrete is being poured on to the chalk bed at the rate of thousands of tons a day; and on the great, open, dust-covered site the reinforced concrete pillars that will help to support the press machinery are springing up. Some of the 1,500,000 tons of chalk that were moved have been used substantially to extend the local airfield beyond the earlier confines of a falling-away hillside, and thousands of tons more have been stacked wherever room could be found.

The Vauxhall company have already avowed their intention of building a smaller car than any of those in the present range, and it certainly seems that by next year there should be plenty of space available for its production.

VIEWS

Parking Meters

LONDON has its first, experimental parking meters—some are in use on a site in Portman Square, and six of another type have been installed at a car park on the site of the old Queen's Hall near Broadcasting House. Each meter there controls two parking spaces, and the charge is 1s for three hours. The machines were made in America and have been converted to operate with English coinage.

Driving Home—from Beirut

ON his return from Cyprus, 2/Lt. J. Turner, R.A., will drive from Beirut through the Near East and Europe in his Morris Minor saloon, a total distance of approximately 5,000 miles. This subaltern, a National Service officer educated at Stowe School and Cambridge, will travel without a driving companion, but he intends to pick up passengers on the way.

Britain Third Again

FOR the first six months of this year Britain was the third largest exporter of cars to Switzerland, with a total of 4,229 vehicles. Biggest producer of cars for export to the Swiss market was Germany, with 18,113 vehicles, followed by France with 4,352. Comparable figures for last year are 24,488 from Germany and 5,089 from Britain.

Routes to the Costa Brava

MOTORISTS intending to hurry across France with the minimum of delay will find particularly useful the A.A.'s new publication "Routes through France to the Costa Brava." The routes are in diagrammatic sectional form, and start at the various ports along the French Channel coast. This booklet includes 37 town plans and a sketch map of north-east Spain, together with a list of resorts on the Costa Brava; the publication is free to members of the A.A.

Railways into Roads

SCHEMES are being put forward by Sir David Robertson, M.P. for Caithness and Sunderland, to convert the little-used railway line between Inverness and Wick into a fast 22ft-wide road. Estimated cost for the conversion is £4½ million, and 18 months would be needed for the completion of the scheme. This proposal was canvassed by Sir David during his election campaign; it is interesting to notice that here, at least, is one M.P. attempting to carry out his election proposals.

GORDINI PLANS NEW SPORTS CARS OF 2 AND 3 LITRES

ALTHOUGH since his break with Simca he has been kept hard at work running his racing team with totally inadequate resources, Gordini still cherishes the ambition to build sports cars and fast touring models for sale to the public, and this ambition is reflected in the design of the new G.P. model which was described in *The Autocar* of July 15.

The chassis frame is very simple, with two straight tubular side members and tubular cross members. With the exception of the supports for the suspension it is absolutely flat. It is wide enough to permit the construction of full two-seater bodywork without any modification other than a possible lengthening of the outrigger brackets, and as the steering box is already on the left of the engine, a straight column could be used instead of the universally jointed one used for the Grand Prix single seater.

Gordini plans two sports cars—a 3-litre eight cylinder and a 2-litre six. The 3-litre eight cylinder engine is directly developed from the Grand Prix unit with bore and stroke enlarged to 78mm; the 2-litre six has the same general design, but with bore and stroke of 75mm.

The eight cylinder sports engine had its first try-out in the car which Bayol unfortunately crashed during practice at Le Mans. With four twin-choke horizontal Weber carburetors, it gives 256 b.h.p.

Petrol on the Slate

USE of credit cards for the purchase of petrol now seems to be the normal practice in America, and car owners simply sign an invoice for fuel at any garage covered by the issuing company. It is likely that the introduction of such a system into this country would rapidly become popular, particularly while the outrageous tax on petrol involves carrying so much cash on any long journey or holiday. It is, of course, often the practice of those who normally visit one filling station almost exclusively to arrange a monthly accounting of their petrol needs.

Power Steering

AMERICA is adopting power assisted steering more and more—in the first half of this year 24.3 per cent of the industry's output was so equipped. Installation in the six months period totalled almost as much as for the whole of 1954. One aspect of this boom is that extensive experiment is going on in improving the technique of applying power to assist steering wheel movement. Present appliances operate by hydraulic pressure generated by an engine-driven pump, but work is also being done on an experimental mechano-electric arrangement driven from the fan belt shaft. Chrysler's version of power steering comes into operation with no more than 1 lb of pressure on the steering

at 6,500 r.p.m. on a compression ratio of 9.5 to 1. Apart from the lower compression ratio to permit the use of pump fuel, the design closely follows that of the Grand Prix power unit already described.

The block is in light alloy, and the crankshaft runs in nine main bearings, with a tenth outrigger bearing at the front extremity, ahead of the timing gear. The water pump is driven off the nose of the crankshaft. The timing gear train drives the two overhead camshafts and also a longitudinal shaft in the crankcase to operate oil pump and rev counter. A pair of bevel gears at the rear end of this shaft drives the single Scintilla Vertex magneto. The engine weighs about 330lb.

Obviously any plans for series production of sports cars must await the result of racing experience with the Grand Prix prototype and policy decisions by Gordini's financial supporters.

ENGINE SPECIFICATION

	Sports 3 litres	Sports 2 litres
No. of cyls.	8 in line	6 in line
Camshafts	2 overhead gear driven	2 overhead gear driven
Bore/stroke	78 x 78	75 x 75
Power	256 b.h.p. at 6,500 r.p.m.	162 b.h.p. at 6,000 r.p.m.
Torque	213 lb/ft at 5,000 r.p.m.	160 lb/ft at 5,500 r.p.m.
Compression ratio	9.5 to 1	9.9 to 1
Ignition	One plug per cylinder; single Scintilla magneto.	One plug per cylinder; single Scintilla magneto.

wheel; the major producer of the device, G.M. Corporation, has set the figure at 1½ to 2 lb, maintaining that any less will make the driver lose the feel of the road. On page 232 will be found details of the power steering to be available on the latest Armstrong Siddeley Sapphires.

Gross Power

NORMAL Continental practice when referring to the power developed by an engine is to quote the gross performance figure. These measurements of engine output are determined under test-bed conditions and do not include the power absorbed by the car's exhaust system, or the components such as the fan and the water pump. Rootes Motors, Ltd., have now announced their intention to adopt this system of quoting gross engine ratings, and have published the following figures:

Hillman Husky	37.5 (35.0)
Hillman Minx Mark VIII s.v.	40.0 (37.5)
Hillman Minx Mark VIII o.h.v.	47.0 (43.0)
Humber Hawk Mark VI	75.0 (70.0)
Sunbeam Mark III	85.5 (80.0)

Net b.h.p. figures are given in brackets for comparison.

PARADE of a score of Kent Police patrol cars at the county headquarters in Maidstone. They are all Singers, eleven of them the SM 1500, the other nine—optimally enough, some may think—are the latest model—the Hunter!



Honeymoon

with

Milady

Continental Capers

with a

Reluctant Partner



"Signs of more than usual languor . . ."

THE makers of my car saw fit, in the piping days of 1937, to burden it with the soubriquet "Sports Saloon," in spite of the fact that their own honoured and respected name had been for many years synonymous with quality allied to unhurried dignity.

I fell for her early last year. Although she was by no means what I set out to find, there was an air of solid purpose about her, and a look at her road test figures confirmed the surmise that she had possibilities. Add to this the eulogies of my Garage, who had known her since birth, and their assurance that her then owner was their fussiest customer next to me, who was (they said) their most valuable; and buyer resistance melted as mist before an August sun. Mind you, errant fancy always eggs on imprudent desire when I get to the advertisement pages of any motoring journal, but, be that as it may, this gentleman's carriage surnamed Sports will, I fear, be as near as I shall ever get to the real thing.

I regret to say I am waxing fat and a little old and do not relish, as of yore, the varied mechanical tasks which old cars occasionally present; therefore I instructed the Garage to vet her and put to rights such things as I thought were wrong, together with any others they might find.

I am now a sadder and wiser man. Let me here say that if you own or contemplate owning an old car which is not strictly ordinary, go always either to its makers or their accredited agents for your repairs. They know what they are doing, whereas many otherwise excellent and earnest people do not, and at best have a good guess which may turn out, to your cost, to be a wrong one.

Suffice it to say Milady was handed over to me in alleged apple-pie order and in spite of one or two criticisms on my part, was pronounced to be in as good running order as could be obtained by skill and knowledge from a car of her make and age. Encouraged by this to disregard such qualms as I had, I decided on a Continental trip for the family holiday. Perhaps I asked too much of her, although I had already taken a less respectable machine of the same vintage to Spain and back without so much as a puncture, and as you shall see met, en route, Milady's twin sister who laughed at the trip.

We set off by air from Lypne on a fine July morning in company with a very glossy latter-day Bentley; 27 minutes later we were nosing out of Le Touquet tenez-ing the droite and in high feather, which happy state was immediately damped by the muffled report of an exhaust gasket expiring. This minor inconvenience was soon overcome by opening

the windscreen a notch to alleviate asphyxiation and the party's spirits rose again, aided by the thought of a set of gaskets prudently packed in the boot.

We pressed on to the first rendezvous near Rouen to meet friends who were roughing it in a Mark VII Jaguar, and arrived, as planned, just before them. In no time at all we found a café hard by a small garage where the gasket was replaced, what time a joyous lunch, taken out of our picnic supplies, was eaten off the patron's plates and washed down by the patron's wine in an atmosphere of the greatest cordiality.

We then set off for Poitiers, my co-driver at the wheel, with myself in the back quickly succumbing to the soporific effects of a large lunch laced with *le vin*.

I was soon aroused to be informed that "she was getting rather hot." That this was fair comment was endorsed by a cloud of steam issuing from the front end. Seeing that Milady's radiator had been refurbished "by Specialists" (see Garage bill) this was a thought puzzling, but a look under the bonnet disclosed a loose fan belt which is of the link type, and no adjustment movement left.

Meantime the Jaguar party were pressing on, charged with the mission of finding a good hotel in Poitiers—and hang the expense. We were determined to sleep de luxe the first night, the better to face the rigours to follow of a holiday on the travel allowance. Our speed, or should I rather say our rate of progress, was reduced to contain our temperature within the 212 deg laid down by Fahrenheit.

Poitiers to me is rather like a large pimple in shape, with a road all round the base. In due course we arrived at the "centre ville" on top of the pimple, tired and a bit short, and badly in need of a drink. Of the Jaguar there was no sign in the large Place. The two males quickly combed the surrounding cafés and drew blank.

Just then the Jaguar appeared and the driver informed us that he had found a nice cheap hotel down by the station, having had second thoughts on the de luxe angle. This did not elevate very much the spirits of my Hôtel de Ville friend, who was aching for dinner with plush luxury to follow. However, we repaired to the station and, after several quick ones, all felt a lot better and viewed the small hotel with de-jaundiced eyes. It proved to be comfortable and provided us with that much needed dinner on its little terrace, where the restoration of amiability was completed.

Next day we were astrir betimes and on the road, with a new fan belt fitted and nothing between us and Spain but a pleasant day's run with a social call at Biarritz for good



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D277

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Honeymoon with Milady . . .

measure. Milady, however, soon indicated that fan belt or no fan belt, she was not prepared to run at less than boiling if any but the most sedate motion was maintained. Spain began to seem a rather long way off and once again the Jaguar was sent on ahead to herald our late arrival.

On the face of it we did not seem to have too hard a task as the frontier closed at midnight and it was then about 1 p.m. with roughly 180 miles to do. Milady had other ideas and began to show signs of more than usual languor on hills.

The first omen of the debacle to come was a rather tinny noise that started as imperceptibly as a cold in the head. By this time I was almost past caring, for I have found that those of my friends who know nothing of cars and ignore all noises seem to get away with worse than murder and appear to lead happy mobile lives. The noise, however, finally thrust itself into the forefront of our "conscious" and compelled a stop. A glance underneath revealed most of the exhaust system lying on the road somewhat abraded at the rear end. We progressed slowly to a nearby garage and introduced the whole family to the underside of Milady to view the damage. Grandpapa suggested that one hour would suffice to put us to rights, which opinion was endorsed by *père, mère et fils*.

We repaired to a café to restore ourselves with the magnificent aniseed beverage of M. Ricard, which, in my opinion, provides more comfort per franc than any other tippie. On our return, sure enough the job was done and we took on petrol and air while we were about it.

Spain again appeared to be a possibility that day, and we negotiated Bordeaux in good order. Came the Landes. Substitute trees for sand in the Sahara and you have the Landes. It seems pretty long, I'm told, in a Mark VII Jaguar, but in a tired carriage of Milady's age and then state of health it was like a bad dream. Our progress became slower and our stops for Ricard, while she and we cooled off, more frequent until at about 8.30 p.m. we crept, in bottom, up the last hill into the outskirts of Biarritz.

By then I guessed the worst—we were indeed even as the once-famous marque of M. M. Panhard-Levassor—*sans soupapes*. My companions firmly refused to believe this and insisted that all that I wanted was a couple of Ricards while Milady cooled off and then heigh-ho for Spain, a mere twenty-odd miles away.

I had three Ricards, in point of fact, and then demonstrated to the co-optimists that Milady was bereft of all compression. Leaving my wife with a drink and an injunction to watch our luggage, we set off to find a place to lay our heads, and to my surprise found a very nice little pub just round the corner at Frs. 1,200 per.

On returning we found my wife in deep conversation with two young men who announced the fact that they were on holiday with Milady's twin sister, and that they both had served their time with her Makers and even now worked for the No. 1 distributors of her respected Name.

Recourse was again made to the café, and my two new-found friends assured me that they would see I was all right and not to worry. I must say the prospect looked brighter, though I had a few mental reservations, knowing that spares for Milady were not as easy of access as one might wish. However, we all repaired to the Restaurant Tamaris, hard by the Casino, and had a truly marvellous dinner, at the end of which the mountain of tribulation had shrunk to less than insignificance.

We met next day at the café. It was raining, the joy of the previous night was as ashes in the mouth, and Milady from her dripping bower looked more woe-begone than ever. Restora-

tives were applied to drooping spirits, which then stirred sufficiently to take stock. My two young friends had last night declared that they would do the job in the road with a flick of the wrist, as it were, but the grey light of morning produced wiser counsels. We set off in twin sister to seek a garage which would be willing to do the job under supervision. We soon ran into a snag. At our first prospect nothing could be looked at until Monday because Biarritz had now seen the light, and *la semaine Anglaise*—yes, they called it that—decreed that Friday evening sounded the curfew for all good garage men.

Our second try was luckier. We found a garage hard by the bistro where my Samaritans were staying, and a jolly little Basque mechanic, under the influence of some material good will from me, agreed forthwith to lift Milady's head to enable us to assess the damage and order spares.

By now we were the centre of an interested group all exuding sympathy and offering help. One of these proved to be an Englishman who had lived in Biarritz for years. He cheered us considerably by telling us that our mechanic was a first-class chap who really knew his stuff.

Returning in two hours, we found that he had indeed stripped out the head and valves and cleaned them up for inspection. The sorry tale was only too true. The head gasket had died and so had all the exhaust valves, beyond hope of redemption. My good friends then went into action at the Post Office, telegraphing their firm and the A.A. for the parts to be flown out.

By this time the Jaguar had come to collect us and we set off for Spain, enjoined by the rescuers once again not to worry. They volunteered to see the job through and keep us posted of progress by 'phone, which, bearing in mind the fact that they were on holiday, I thought was more than friendly.

Everything clicked, and the following Thursday we returned to Biarritz to find Milady restored to health and strength with a bill for only Frs. 8,000 to greet us. We learnt that our Basque friend had even had the timing out because he was not happy with the result of his labours, but that what had, in point of view, foxed him was Milady's tappet clearances, which are, believe it or not, 0.052in and 0.054in hot. The Makers have thoughtfully provided a large brass plate on the rocker cover with this information boldly stamped thereon, but my friends forgot that our Basque could not read this.

This, of course, gave us food for thought as to the cause of Milady's downfall, bearing in mind that the rocker cover usually is the last item to be fitted after a decoke, and many post-war professional mechanics feel that maker's instructions are not meant for them. Well, there it is. We got Milady home by easy stages.

If you are contemplating a Continental holiday do not be deterred by the fact that you own an old car—provided that it was a real car once and is sound. If you don't push her beyond her powers you can have motoring far more enjoyable than any you will find on the tortuous and overcrowded roads of this Sceptred Isle.

J. FRANK.

"The Jaguar . . . to herald our late arrival"



Disconnected Jottings

BY THE SCRIBE

Barry Appleby drawings

Speed in the Morning

WITH the co-operation of a colleague a recent heat-wave morning was very enjoyable. I had his Aston Martin drophead coupé overnight and made an early journey with it from East Berkshire across to the Leatherhead area. There I exchanged it for one of the Le Mans M.G.s, which I then drove along to Guildford and back to London. The two cars were a very interesting comparison—the one tamed down to superb fast motoring as a result of long racing experience, the other in its downright sports-racing form.

Both were, of course, as fast as the road and the other traffic would let them be, which was around an indicated 90 m.p.h. as far as I was concerned; others have given the complete appraisal of the new M.G. on the road, but I shall be surprised if it does not prove an outstandingly popular car.

On this particular car, waves of heat (it was uninsulated) and a strong smell of Castrol R beat up from the engine and drove out the cool morning air, and I wondered if the combination would lead to my being apprehended for being drunk in charge, the combination of heat (which I like) and that smell (which I also like) being intoxicating. Just to set the morning off I thought it was fitting that I should take the M.G. in a fast curve round past Wisley Hut, that hotel on the Portsmouth Road that has seen so much motoring history.



Intoxicating

Safety—Not Sentiment

A LETTER published in *The Times* on July 21 complains about the advent of 25ft street lighting pylons in the county town of Dorchester. The writer asks why the Ministry of Transport insists on mounting the lanterns at this height. The answer is, of course, that this is the recommended figure for traffic routes in the Code of Practice for street lighting. You can depend upon it that much research preceded the fixing of this height, and that the safety of all road users was carefully considered. Incidentally, a 15ft stand is recommended for other roads to warn

the motorist that he is no longer on a main traffic route, and that he will need the help of head lights.

The letter bemoans that Dorchester is to have its "streets and approaches spoilt by expensive and unnecessary pylons," adding: "The present lighting seems perfectly adequate." "Seems" is the operative word here. Has the writer studied accident rates and other statistics before making this statement? Should not the safety of human beings come before sentiment? The opposition to adequate street lighting in many places throughout the country is appalling and often uninformed, and one can only assume that, in the main, it comes from non-motorists.



Flower baskets

Pump Pergola

ONE of the nicest touches that I have seen for a long time adorned the pumps of a filling station just outside Glasgow. The pumps were cream, and between them single wrought iron arches had been erected from which hung flower baskets at the centre point. The pergola effect was excellent and if my tank had not been bulging from a fill-up only a mile or two back, I would have turned round and gone in for a gallon or two—in spite of the fact that it was not one of my usual brands—in order to meet the folk who had conceived this pleasant form of decoration.

Channel Again

LATEST stricture from this Scribe about Channel crossings arises from the passage of the *Dinard* on the afternoon trip from Boulogne of July 26. About halfway across, the motoring organizations sorted out the carnets to everyone's satisfaction and in a very few minutes. As we neared Dover landing stage the loudspeaker hoodwinked the passengers, hundreds of them, into forming that inevitable queue at the after end of the starboard saloon. "For passports," they said, neatly forgetting to mention that the passport officials came aboard after the ship had berthed.

The miserable and rather seasick queue stood, then sat, and then stood

again after the ship had tied up. Eventually, up the gangway came Her Majesty's officials, for whom the crowd had waited. Officialdom in its glory, explaining to objectors that there were "other ships" as well. So there are, and so there may be expected to be at the height of the holiday season. And Her Majesty's Government should organize enough public servants to deal with such crowds. And Britain might also make less of a palaver about entry into her intimidating frontiers. Let someone go to France and see how they do it there.

H.M. Customs came off well in this hour's delay after docking; cars seemed to go through with dispatch. But here is a query for them. Can they say why two hundred cigarettes on a Silver City aircraft cost a pound, and the same number twenty-five shillings on a cross-Channel steamer?

Circumferential Security

SOME interesting results of a survey conducted by the Indiana State Police on the protection given by safety belts are quoted in an American journal *The Iron Age*. The police investigated 616 accident deaths and found that safety belts could have saved 268 persons, while an additional 104 might have survived had they worn seat straps. Three advantages of safety belts are listed: they would hold a person in the car if an accident occurred; they would prevent the back seat passengers from lunging forward; and if the crash was not severe, a driver would retain more control if he were held firmly to the seat. I notice that the elimination of danger from lurching through the windscreen is not mentioned; no doubt this is omitted because of the prevalence of pop-out windcreens in the United States.



Freeze up

Know-how

WE were talking exports, and how important it was to get to know local conditions. In Sweden, in the winter, the door locks of a certain car become inoperative. Why? They are the revolving type and they freeze up so that the owner is helpless until it is thawed out.

12 AUGUST 1955

The *Autocar*



BACKGROUND TO JAGUAR BREEDING...

FLORIDA

North-west of Miami's famous skyline lies Sebring—scene of the Florida 12 hour Grand Prix. This important event in the World Championship Calendar was won outright in 1955 against the strongest international competition by Mr. Briggs Cunningham's Jaguar, driven by Mike Hawthorn and P. Walters, which set up a new record for the race.



Grace...Space...Pace...

JAGUAR

CASTROL WINS

SWEDISH GRAND PRIX

1ST MERCEDES-BENZ
(J. M. FANGIO)

also **2ND MERCEDES-BENZ**

THE MASTERPIECE IN OILS





ALPINE CONQUEST

Daimler and the Jungfrau, Grindelwald

CAPTIVATION OF A MOTORIST IN THE SWISS ALPS

LET me be frank. The name Daimler had, for many years, meant to me some excellent things: good engineering, good engineers, fluid flywheels and a fluted radiator. Also the dignity conferred on the company by her late Majesty Queen Mary's constant use of the make. A brief experience of the earlier 2½-litre suggested that there was something extra to dignity and tradition, and the performance of Conquests in sporting events of recent years emphasized the point. But in spite of all that, this 1,471-mile tour in the Conquest Century saloon was a revelation. The Conquest Century is one of those cars that is right, absolutely right. Let me amplify the statement.

I took over the car in a busy street and had to drive it two hundred yards to an awkward car park. It was so long since I had used the Daimler transmission that I had to sit and think of the motions. London traffic was eyeing me malevolently, and if there had been a policeman there I am sure that he would have told me to move on. Gingerly, I moved the finger-light lever in the quadrant to 1, gave the gear change pedal the customary push down and release, removed the hand brake and glided silently off. "Glided silently" is no cliché, as will become apparent. As I turned into the car park I could feel the pleasurable anticipation rising—I was going to like this car. All these miles later, I feel that more strongly than ever.

What is the specification for this degree of "rightness"? First, the engine: Daimlers are powered by an overhead-valve six giving 100 b.h.p. at 4,400 r.p.m. and a maximum torque of 130 lb ft at 2,500 r.p.m. It is a long-stroke unit,

the vertical sweep being 88.9 mm, against which the bore is 76.2 mm; the length of the stroke by comparison with the bore is better judged by the inch figure; bore 3 in, stroke 3½ in. Capacity is 2,433 c.c. and compression ratio 7.75 to 1, a high ratio conferred by the light alloy head. Fuel is fed through two S.U. carburetors and the crankshaft gets its impulses on a 1-5-3-6-2-4 firing order. Added to all this is the Daimler know-how of this type of engine, and the first illustration of it is the fact that you cannot tell when the engine has responded to the starter; it's too quiet.

All right, you may argue—if some of those hundred brake horse-powers are sacrificed to silencing, so be it. But the car must feel it with a weight of 3,024 lb. The answer to

By MICHAEL BROWN

that is that it does not seem to. The Century gets under way with a will, the power unit responding to the throttle all the way up to 4,500 r.p.m. with what I feel to be a well-planned arc of foot movement. It is, moreover, the silkiest engine that I can recall, although it is fair to admit that I have not yet driven the latest from Conduit Street. On the other hand, I do not see how the virtual perfection of the Daimler engine in this particular respect can be surpassed. I must go up to Coventry and investigate the Daimler pursuit of silence and silkiness; there must be a story there.

However, we are concerned in this article with performance rather than design. Yet a little more is needed about

design if the performance is to be fully conveyed. The Conquest has the famous fluid flywheel transmission with the epicyclic gear box, and this plays no small part in the delight of Daimler driving. It is some time since its operation was detailed in these columns: there is a two-finger type of lever working in a quadrant on the right of the steering column, the lever being positioned so that the wheel rim need not be released by the right hand. The quadrant has four positions above neutral (N): 1, 2, 3, T; and one below: R, with a stop to obviate inadvertent engagement, for this is reverse.

The actual change is effected by the depression and release of a pedal exactly like a clutch pedal. However, the release should not be gentle, but just as decisive as the depression. It is, in fact, a foot gear change, and the only judgment required is that governing engine speed.

Driver sequence, therefore, is this for a move off from rest: move quadrant lever to 1, actuate gear pedal. The car is now ready to move off but is held by the hand brake. Release the brake and away it goes, almost imperceptibly, just creeping forward without the slightest fear of a stall, or a run-back when the hand brake is released: admirable.



Summit, Furka Pass, Switzerland



Left: Hotel Jungfrau-Victoria, Interlaken

Right: Euclidean pattern, Interlaken

ALPINE CONQUEST . . .



You may now preselect the next gear up. Move the lever to 2, but make the actual change at any time subsequently, for selection does not demand immediate change. And so you continue to play with this delightful transmission; and just to make things additionally easy, the Conquest has a hand throttle, enabling you to set a certain engine speed for lengthy manoeuvring in close quarters, leaving the right foot free for braking. When U.S. transmissions are being adulated, it is well to recall this long-established British transmission that is so remarkably clever while leaving the driver in absolute control of performance. If I were not still an overgrown schoolboy (and rather glad of the fact) I would fall for this system; in fact, I may well do so when my stirring days (with, for preference, a six-inch gear lever) are over.

On down the transmission line is the Hardy-Spicer shaft and a hypoid bevel final drive. These are the ratios that go with the transmission (overall): 4.56, 6.71, 10.05 and 17.47 to 1. Reverse is 23.7 to 1.

For the first few miles with this type of propulsion, the driver accustomed to the conventional box needs to think. If I were a Daimler salesman, therefore, I would be generous with my demonstration runs, allowing the prospective customer a couple of hundred miles to succumb to the ease of control. I found that the changes were subconscious after about this distance, and that, if I did think about them, I could even make them imperceptibly. There is nothing more flattering to the conceit. As to reversing, hotel and garage staff are most impressed. Here, they obviously say, is a man in complete control of his affairs. Just look! He creeps back, silently, smoothly, at less than a mile an hour. (The triumph is short-lived; the porter has spotted the radiator.)

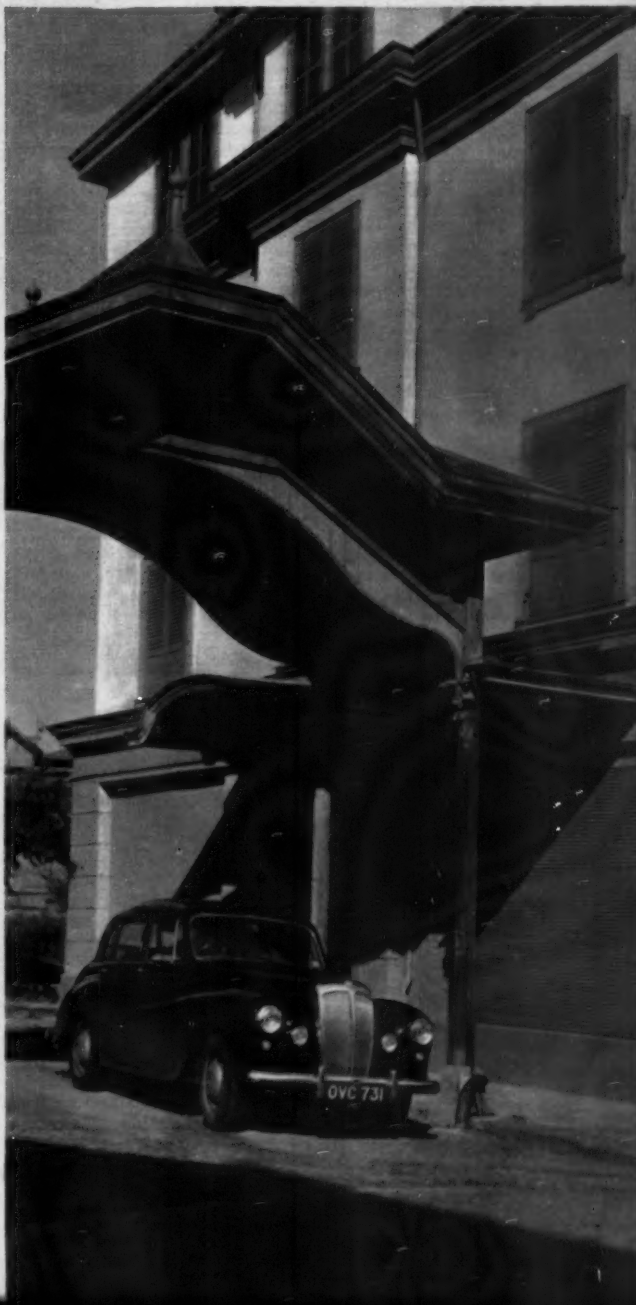
Normal starting from rest does not call for first, this ratio being there for really steep slopes. In second the car surges forward and the change-up point seems to settle instinctively at about 20 m.p.h. Third continues up to a similarly instinctive 40, and then you are in a top that takes the car along at any speed over a wide cruising range. It is exceedingly happy when 65-70 m.p.h. are showing on a

speedometer which I judged to be quite accurate. For long stretches at 75 m.p.h. it was equally unstressed, and we saw the needle on much higher figures at times.

Having no great interest in maximum speed, I did not pursue the ultimate; my motoring interests lie in how a car does its intended job of carrying its passengers and luggage over the distances.

The Conquest Century does the job very well. At the front, the wheels are suspended by laminated torsion bars with wishbones and telescopic dampers; rear suspension is by half-elliptics. These laminated bars seem to give rather more softness and amplitude than the solid bar, but any tendency for the fact to be apparent on corners is prevented by an anti-roll bar at the front. The result is a happy one, though a driver feels slightly guilty as he hauls this luxury saloon round with a quick turn of the steering wheel and feels the car slide gently under the deliberately too-high speed. Nothing untowards happens, the car responding to correction in an orthodox way, leaving behind the temptation to do it again.

On mountain hairpins the admirable lock is appreciated. The Furka is a "tight" pass on the corners, but on no



ALPINE CONQUEST . . .

occasion was the Daimler forced unduly out from its side of the road. The only criticism I would make of the Daimler's cornering should, I suppose, be addressed to Fort Dunlop, for it was a most embarrassing squealer on dry roads. However, tyre pressures were a bit low. It is high time that the tyre manufacturers got down to the elimination of squeal at normal speeds.

The car revelled in the long climbs of the Swiss passes. Most cars should, but there are some whose gear ratios fall unhappily for the long, steady gradients. In second, the Conquest climbed easily and with a scarcely perceptible shift of the thermometer needle. Power loss with height was not evident, but the car was, in any case, lightly laden, and was touring, not a-rallying. Besides which, the driver likes to admire the scenery.

In the narrow Alpine towns there could be no easier mount. A Daimler will trickle when other engines have begun to gulp; it will turn a prop-shaft steadily when other cars want a slipped clutch, and for anyone to whom engagement of first gear in motion has terrors, a fluid flywheel is the answer. Change into first on the Daimler is just the same as changing into any other lower ratio. All that is needed is the appropriate speed-up of the engine.

Much of the pleasure of this close-quarter technique comes from the driving position. The driver's half of the optional bench seat can be adjusted to fit snugly round his shoulders at just about the right distance from the pedals. The telescopic steering wheel can then be brought into the family harmony, for its angle is right and its feel admirable. There is no suggestion in this position of control by a liveried James awaiting instructions (though James would enjoy driving the Conquest) but of a keen motorist getting down to the business of fast, silent, comfortable travel from here to there.

The riding comfort has the quality that derives from a high sprung to unsprung weight ratio. The Conquest retains the traditional frame of long side members and a cruciform centre, and the bodywork is also traditional, woodwork in the shape of honey-coloured oak surrounding the driver, in company with fine leather and thick carpets. This is heavy construction, and the owner who likes the feeling of luxury must be prepared for the fact.

But weight is certainly not all drawback; minor indentations in road surfaces are ironed out completely, and major ones are felt only if the wave that they form in the road is of the right frequency to excite a sympathetic rise and fall of the chassis. When that happens one must slow down, and it is, perhaps, more likely with a car having a high ratio between sprung and unsprung masses than with the opposite, owing to pendulum effect. There were certain road wave frequencies on the French and Swiss roads which caught the Conquest, but not many.

In the Wet

The rain—and it rained during most of the trip—seemed to have very little effect on performance. It was a little easier to make the car slide in the wet, although the brakes—hydromechanical—seemed to take hold just as well and without locking the wheels; they really worked on the Conquest, biting so hard at times that grab was suspected. The wipers wiped the very deep screen effectively and the car was watertight. With four ventilating flaps it was possible to ventilate adequately without the heating system, though the driver having got wet outside the car one day, the heater was given a trial for laundry purposes and effectively produced a Turkish bath temperature in an ambient temperature around the seventies.

Most of the fittings are calculated to please. As one who likes driving for its own sake, I appreciated the array of instruments—a full one including a rev counter, though the oil pressure indicator is only a warning lamp. Ash trays are big, sensible, and mounted on the doors; there are arm rests all round, a lockable locker on the left and an open miniature on the driver's side. Lighting is effective, responding to a foot dip-switch, and a rheostat controls the



Frontier, Les Verrières-de-Joux

panel brightness. The interior light is central in a cloth roof lining and is independently switched from the door pillars.

Under the bonnet the dipstick is admirable and the long, well-finished engine a joy to behold. No joy, however, comes from my contemplation of a lockable filler cap, for I hate the fussy things. The luggage locker is big, though one must get under the upward-opening lid for good stowage.

I like the appearance except for one absurd disappointment, and that is because nothing of the fine grille is visible from the driving seat. I do not know where Daimlers will go next in terms of appearance, but they certainly need not lose their characteristic grille, even if they eventually produce an orifice like that of the Le Mans M.G. As a matter of fact, London County Council ambulances for years have demonstrated a smart modern adaptation of the flutes on their straight eight-vehicles.

Petrol consumption? About 22 m.p.g. over the 1,471-mile journey. Oil consumption was about six pints. Remember also that in the buying price of £1,661 you are provided with automatic chassis lubrication worked on thermostatic principles. Under "Every Thousand Miles" in the instruction book is a solitary entry: "Lubricate the propeller-shaft." There are three nipples involved, and you start real maintenance work only after each 3,000 miles have passed.

What a nice car it is, to be sure. Just right for the sporting owner-driver, who would enjoy looking after it like a mountaineer does his ice-axe. The Alpine Conquest of the title involves no Matterhorns, but it does suggest what happened to a driver whose ideas of Daimlers were running in too-traditional grooves.

Very much a drivers car

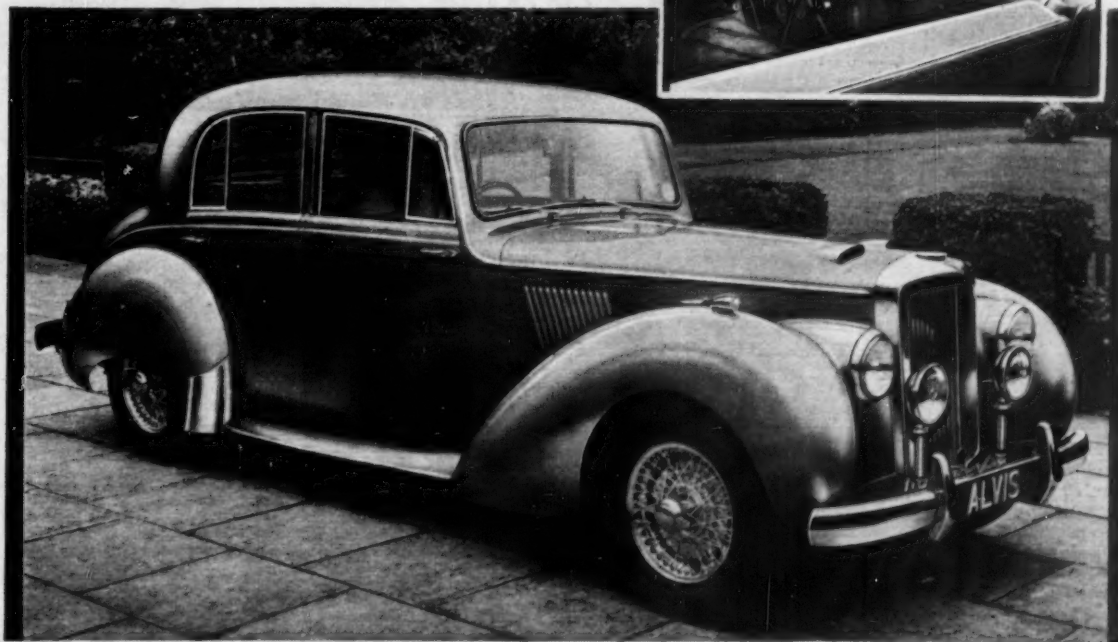
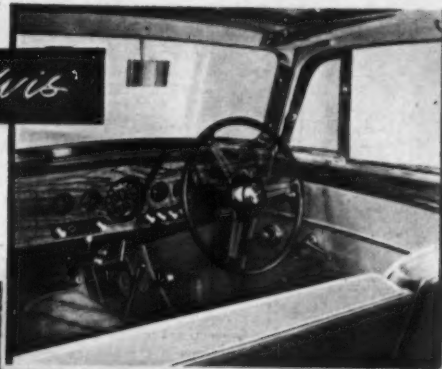
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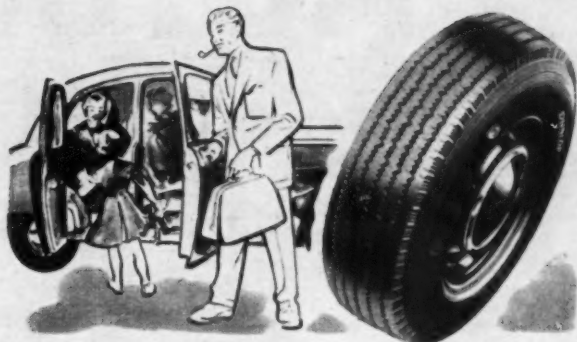


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Family Chauffeur

For Bill, 5 days' work and 2 days as family chauffeur adds up to 7 days' hard motoring. This exacting driver expects the maximum of dependability, safety and economy. That's why his tyres are Dunlop—tubeless, too.



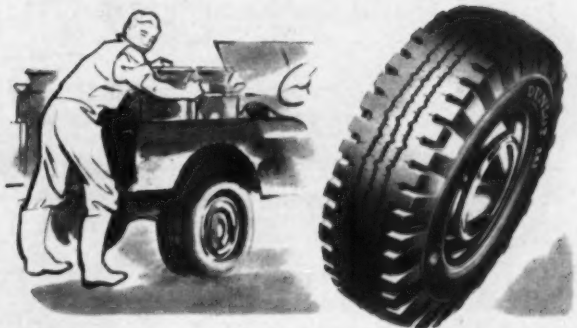
Setting the Style

From well-groomed head to well-shod feet she's elegance itself. The same pride is reflected in her car—set off superbly by the Dunlop White Sidewall tyres. They offer new distinction and smartness, traditional dependability and safety.



Taking the rough and the smooth

As often as not, both his business and his pleasure take him off the beaten track. He leads a tough life—and so do his tyres. For grip and mileage on and off the road, he relies on RK3—the Dunlop tyre that takes the rough with the smooth.



Putting his foot down

His is a really fast car. And, given a clear road, he has the ability to use the power at his disposal safely and well. For speeds like this—100 m.p.h. or more—complete confidence in his tyres is essential. He puts his foot down—and insists on Dunlop Road Speed.



MOTORISTS

are entitled to know
the plain facts about

PETROL

The better the crude, the better the petrol.

The highest-octane (anti-knock) crude comes from
Trinidad, British West Indies.

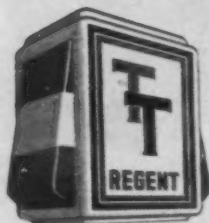
Regent T.T. is refined from Trinidad crude — and when
blended with British Benzole makes the Premium Regent
Benzole Mixture.

This gives them both an immense **NATURAL ADVANTAGE**
in smooth-running efficiency and **exhilarating acceleration.**

* Regent T.T. and Regent Benzole Mixture
are British Petrols you can be proud of.

* They have naturally high octane value
plus volatane controlled combustion.

These facts **Guarantee**
there are no **better** petrols



REGENT

PACKS PUNCH!



T.M.V.

ACCESSORIES

Number Plate Box

AN addition to the available embellishments for 1954-55 Ford Consuls and Zephyrs has been made by the Pyrene Co., Ltd., Great West Road, Brentford, Middlesex. It is a chromium plated frame for the front number plate—either the standard plate or a special one—and it costs £2 9s. Supply is through Ford dealers.

The frame is steel, chromium-plated over nickel coating, and has a good appearance. It projects a little, and it would seem advisable to use it only on bumpers which have over-riders.

Gap Gauge

A NEAT little plug gap gauge at 2s has been introduced by Lodge Plugs, Ltd., Rugby. There are four feelers—0.015in, 0.018in, 0.022in, 0.025in and 0.030in. A fifth blade is not a feeler, but a useful slotted tool for bending-in electrodes delicately.

It was felt that the tool might, with advantage, include a blade or blades for contact breaker gaps.

Against Car Theft

GIVEN time and peace, an expert thief can enter any safe, or solve any trick mechanism, but barking dogs and blowing horns terminate his efforts. In the new Pendox car device, by one setting, switching on by the ignition key sets off the horn; the ignition is also put out of action. In the alternative setting of the secret switch, a sensitive and adjustable pendulum device comes into action, and sounds the horn if the car is disturbed. This is valuable with open cars, for removal of a suitcase, or even a large parcel, without touching the car will make the pendulum actuate the horn. The horn ceases to sound when interference with the car ceases.

To take care of camber and sloping roads, the pendulum is double. There is an outer one which adapts itself to the angle of the car; and a more sensitive inner one, which works the alarm if the car is disturbed. The latter lies between contacts adjustable by handscrews, so is easily set to a suitable degree of sensitivity.

A visible key switch is a standard alternative to the secret switch. Sets are

available for all models. When inspecting an installation it was thought that fitting, with the aid of the instructions, would not be difficult. The device seemed well made, in the mechanical and electrical aspects; it had its own fuses. The price is £6 18s, and the makers are F. W. Phillips and Co., 49, Marlings Park Avenue, Chislehurst, Kent.

Wind Shelter

THE modern car with its roomy luggage locker enables the motorist to carry more equipment for his personal comfort. On picnics and holidays, chairs and some form of table are often appreciated; in addition, some form of protection from a too persistent wind is welcomed.

Light-weight folding chairs and a small

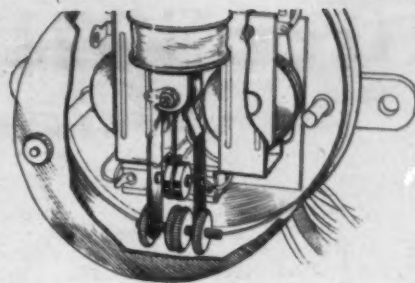
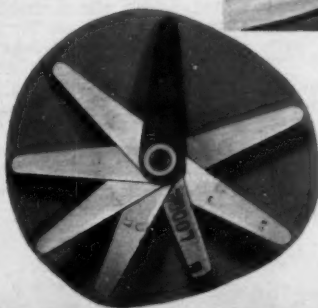


table that occupy little room in the luggage boot are being made by Qualitec, Ltd., Hillbottom Road, Sands, High Wycombe, Buckinghamshire. The chairs have a steel framework, and a heat and moisture proof top is fitted to the table. The price of the chair is £1 3s 4d, and the table costs £1 6s 11d.

The Sunspot folding screen, which is

The sketch shows the double pendulum of the Pendox anti-theft device. A main (or outer) one compensates for the angle of the car. An inner one swinging with it, is more sensitive, and records the small movements of the car when it is interfered with by a thief. Right: A number-plate box for the Ford Consul and Zephyr. Below: A Lodge plug gap gauge. Bottom: Qualitec picnic furniture



made of strong striped canvas and has four stove-enamelled tubular posts, costs £2 17s and has been introduced by the Kleerun Trap Co., Ltd., Lane End, High Wycombe, Bucks.

Door Damage

DOOR edges are easily chipped if carelessly opened in the garage, and they are damaging to other cars in parking places. An unobtrusive protector seems a good idea.

The new Unida Doorguards are of black rubber, and approximately oval shape, each measuring 1½in by 1in and ½in thick. A metal "L" with a set screw is moulded into the back of the guard so that it may be firmly attached to the edge of a door without drilling. The "L" provides for door edges up to a thickness of ½in.

Costing 3s 9d a pair, the Doorguards are made by Unida Products, Ltd., 22, Uxbridge Road, London, W.5.

Anti-freeze

A NEW anti-freeze compound, Thylene, is being marketed by the National Benzole Co., Ltd., Wellington House, Buckingham Gate, London, S.W.1, at a price of £2 17s 6d a gallon.



A CAR FOR A

B.M.W.-based Beauty for Fast



IF you were motoring about a hundred miles south of Vienna your family saloon might well be overtaken by the streamlined flier illustrated on these pages. At the wheel would be a woman—Countess Joanna Palfy, who is responsible for the car's creation, and who lives, in her own words, "only a few miles from the Hungarian border with its Iron Curtain of barbed wire and live mines and sinister sentries patrolling even that to prevent anyone from creeping through, without getting blown up, to Austria and freedom."

Countess Palfy is a fast-motoring enthusiast with a gift for projecting her personality into the racy correspondence which I have enjoyed for a long period, and her car, too, is expressive in this way. She is also intensely feminine, as is revealed by her inscription to the photograph in which she is shown standing by the car: "Fashion note," she writes. "I am not wearing a tattered skirt but one of stag leather, cut like Tyrolese leather shorts," and there is a delightful little sketch showing a stitched-on knife sheath half-way down the right seam and how the apparently uneven hem of the photograph is, in fact, a decorative tab laced into the foot of the seam.

In the late autumn of 1953 it was not possible for Austrians to buy sports cars owing to currency regulations. Countess Palfy, therefore, decided to dismantle her Type 328 B.M.W. and build a completely new and modernized B.M.W. ("I am not using the word 'rebuild' on purpose," she insists.) Collaborating in the venture was Herr F. Künstler, a name with a great deal of significance in fast motoring. Herr Künstler was the unidentified "K" in "Talking of Sports Cars," No. 330, published in *The Autocar* of December 1, 1950, and that article told how he extracted a timed 101 m.p.h. from a PA Midget that had survived the Russian occupation of Vienna by having some of its bits buried and the rest doctored to look like junk and thrown on a scrapheap. Having read the article, Countess Palfy unerringly ran Franz Künstler to earth and he has tuned her cars ever since.

The task of building B15.121 took one year and a half, and although the owner writes feelingly of the difficulties, I have an idea that the job was just as much fun as she anticipated. They started with certain advantages: a new B.M.W. engine with the latest modifications to the cylinder head by Schleicher of Munich, and enough spares in whole

units for two chassis; the building of the chassis was, to Herr Künstler, "child's play."

One of the units was a chrome-nickel Veritas front suspension with bigger and better dampers—"handed over to me by Herr Schleicher with an enormous sigh of regret at having to part with it."

There were modifications to the tubular frame and to the rear suspension. Tubular extensions were fabricated, running forward to stiffen the shark's snout of the body and carry the combination of embryo bumper and over-rider which the Countess calls a "knuckle-duster." The engine was lowered a further three inches into the chassis and the bulkhead reduced accordingly to accommodate the low bonnet line; new side members were evolved to carry the one-piece body. This can be lifted off the chassis after the removal of only six nuts and bolts.

The engine is, of course, the celebrated German six-cylinder that has made such a name for itself in its country of origin and over here in its derivatives. Its bore and stroke are 66 and 96 mm, and the resultant capacity is 1,971 c.c. The unusual feature of the design is the operation of the overhead valves in the hemispherical head by vertical and diagonal push-rods from a single side camshaft.

The example used in Countess Palfy's car has three PBIC 32 Solex carburetors fitted with the compensating tube devised by Signor Abarth of Italy, the designer of the sports cars that bear his name, and gives 100 b.h.p. at about 5,000 r.p.m. Top speed exceeds 100 m.p.h.

Troubles started, says the owner, when it proved impossible to find a coachbuilder in all Vienna who would tackle the job of building the all-steel body. This body is her conception, and was inspired not solely by the lines of well-known Italian sports cars but perhaps even more by those of certain English ones. The styling of the tail fins, which have a considerable inward curvature at the top, is peculiarly graceful, and the reason may lie in their inspiration, for the owner conceived them by watching a goldfish turning lazily in its bowl, a fact that tends to confirm the supposition that true beauty can never surpass that found in nature, nature being the sole source of man's inspiration.

Anyway, Vienna having proved unrewarding in the fine art of panel-beating, the body also had to be built in Herr Künstler's workshop, the panel-beating being done by a local genius after the Countess had shaped the car's lines for



Right: An exciting front, stirring curiosity by its anonymity. "I cannot consider a car really good-looking... unless its head lamps are of English make"



COUNTESS

Motoring in Austria

him in wire. Another difficulty proved to be the sharply raked and considerably curved screen and rear window, the contours of which, in toughened glass, proved almost too much for Austrian resources. Eventually, after twelve front and eight rear misfits, the right shapes were evolved.

The result satisfied the owner, as well it might, and attracts admirers wherever it goes. As she says, it has great beauty without showiness. Some of the touches are particularly clever: the way the pull-out door handles continue the line of the chromium flash from the front wings and the unerring aim of the rear bumper spearpoint for the bottom doorline. Consciously or unconsciously, Countess Palffy appreciates the value of what is known in commercial art as "ranging." The frontal appearance is satisfying, the neat squaring of the grille being just sufficiently broken up.

The colour is metalescent steel grey, upholstery, interior trim and instrument panel being in carnation red Connolly hide. The instruments are Smiths and the steering wheel is Blumel telescopic. Head lamps, all lighting fixtures, sports coil and auxiliary petrol pump are by Lucas. "I may be biased," writes the owner, "but I cannot consider a car really good-looking in every detail unless its leather, steering wheel, instruments and head lamps are of English make." This is the type of sentiment which it is worth every effort by British business to perpetuate.

Signor Abarth, on a visit to Vienna, must have set the seal on its owner's satisfaction, for he was full of praise for its lines, which happen to be really aerodynamic although the Countess confesses frankly that she designed them solely with an eye for beauty. If it looks right it is right, in fact. Her comment is typical: "I know no more about true streamlining than the next intelligent enthusiast—which is just nothing."

How does this elegant special go? Its owner, for whose fast motoring tastes and abilities I can vouch, is well satisfied. "A joy to handle," she writes, "and thanks to the Künstler modifications the rear springing now irons out the worst potholed and corrugated roads like a tailor's iron going over a crumpled handkerchief."

The weight is 2,291 lb with 11½ Imperial gallons in the tank, and I have no doubt that this near-ton projectile and its owner are a celebrated sight on the roads of the Burgenland, so near to that grim frontier. But only if your glance is quick enough, maybe!

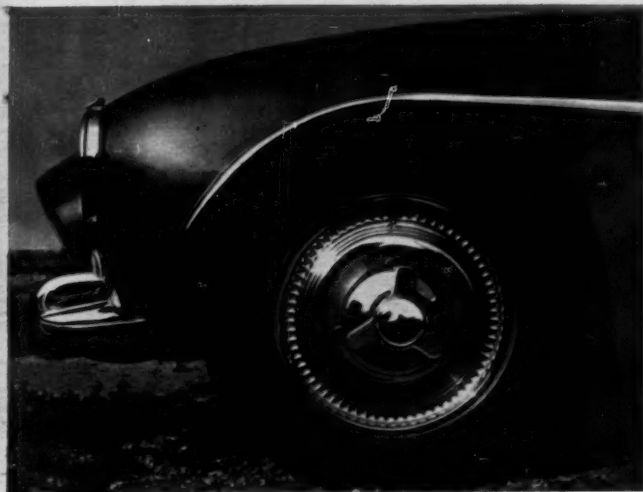
THE SCRIBE.



The owner confesses to inspiration from certain English sports cars, and this view suggests that the Bristol 404 exerted its influence

The tail fins, inspired by the lazy movement of a goldfish in its bowl, have a sober elegance nicely set off by a saucy upswing

"Shark's snout" is the owner's blunt description of the shapely nose of her special. Note the smart wheel discs, repeating the tread pattern of the Continental tyres, also the three-lug hub caps



NEW CARS DESCRIBED



Externally as before, but . . .

*Optional Fittings
on the Latest
Armstrong Siddeleys*

POWER STEERING FOR '56 SAPPHIRES

FIRST off the mark with details of their 1956 models are Armstrong Siddeley, who announce three optional fittings for the Sapphire. Otherwise, the present range remains substantially unchanged, available in standard saloon form or as a de luxe limousine with six-seven seating capacity. As hitherto, each of these can be supplied with automatic transmission, preelectric gear box with centrifugal clutch, or normal four-speed synchromesh box, as desired.

Power-assisted steering is available for the first time on a British production car and, furthermore, unlike the American systems, it is adjustable with a control to switch it off at will. Adjustable ride control is fitted to the rear suspension dampers, so that the soft boulevard type of ride is available for low speeds, with a much stiffer setting for high-speed work over rougher roads. Electrically operated

windows with individual switches are fitted to each door. These features can also be fitted to any existing Sapphire if the owner so desires.

Steering assistance is provided by the Girling system, which uses hydraulic pressure in a double-acting cylinder connected to the steering drop arm, and anchored at its reaction point to a bracket on the frame. The application of hydraulic assistance is governed by the initial pressure from the steering arm acting against a centralized valve spool, which requires only the slightest movement to disturb the balance of pressures operating on both sides of the piston in the actuating cylinder. There is no feeling of sponginess or wind-up and there is a more sensitive feeling of control with the assistance in operation.

From the centre of the actuator unit casing, equal-length track rods connect to

the steering arms on each stub axle. This layout thus dispenses with the chassis-mounted slave steering lever used for the direct linkage system.

Hydraulic pressure is supplied from a Hobourn-Eaton pump mounted on a bracket, to which the dynamo is also fixed, on the left-hand side of the engine cylinder block. The pump is belt-driven from the crankshaft, which carries a double groove pulley. The rear portion is the normal triangulated drive to dynamo and water pump; the front groove connects with a single belt to the pulley on the front of the hydraulic pump. Adjustment of this belt is achieved by slackening three fixing screws and moving the pump horizontally in elongated slots.

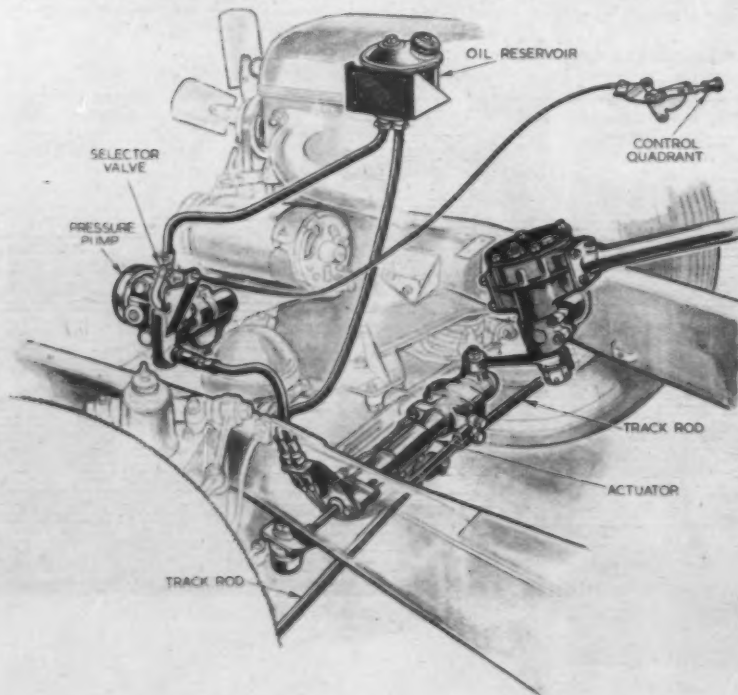
S.A.E.10W oil is used for the system, and a reservoir for it is mounted on the engine side of the wing valance. A low-pressure, flexible hose connects from this tank to the inlet side of the pump, and a similar one runs from the return side of the actuator. In this return circuit is located a filter which has a light relief valve, incorporated in the unlikely event of it becoming choked. Being on the return side, there is no possibility of cavitation due to partial blocking, which would have resulted in fluctuation of pressure had it been placed on the inlet side with consequent variation of steering effort.

The maximum operating pressure is 600 lb per sq in, controlled by a relief valve built into the delivery pump. This pressure can occur only when a front wheel is hard up against an obstacle. With the engine running, the normal light operating pressure is 25 lb per sq in, and with the car in motion under average steering operations, a pressure of approximately 100 lb per sq in is recorded.

Turning the wheels from lock to lock with the car stationary produces a pressure of approximately 300 lb per sq in. Under these conditions on a tarmac road, the effort at the steering wheel is only 6 lb/ft. Without power assistance this figure becomes 28 lb/ft, which is a very noticeable reduction in effort under the difficult parking conditions existing today. Similarly, when driving under general road conditions at speeds between 30 and 40 m.p.h., the effort with power assistance is 2½ to 3 lb/ft, and without it the figure increases to 11 lb/ft.

Should any vital part of the power system fail, or in the unlikely event of the pump drive belt breaking, the direct steering system remains. With today's knowledge of hydraulics and checking of

The hydraulic actuator is attached direct to the steering drop arm, and anchored at its reaction point to a bracket on the frame. Equal length track rods connect to each steering arm. A dash-mounted quadrant control operates the selector valve by cable



belt adjustment from time to time, such an eventuality must certainly be remote.

Mounted on the pump is a two-way selector valve which either directs the oil to the actuator or by-passes it to the inlet side of the circuit. There is a light over-centre spring, but sufficient friction is available in the cable and conduit control so that it can be placed in a mid position, thereby achieving partial hydraulic assistance. This cable connects to a quadrant control on the instrument panel.

Adjustable Ride

Developed specifically for the Sapphire by the Universal Damper Company, of Shirley, Birmingham, adjustable ride control is available on the rear telescopic dampers. External connections are taken through the main cylinder on each side of the piston in its static position. In the case of the Sapphire these by-pass holes are spaced to give 4in of controlled movement.

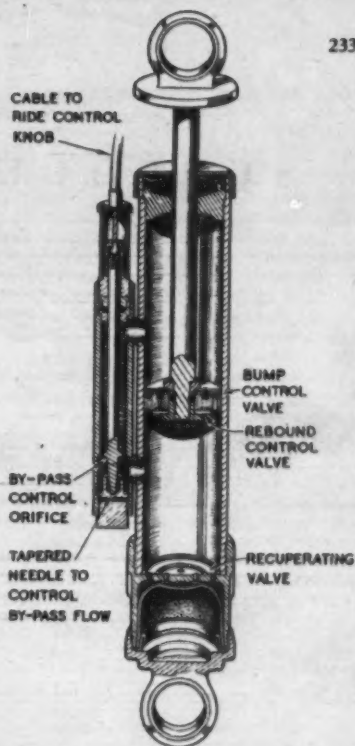
A control valve in the form of a tapered needle, operated by a spring-loaded cable and seating in a plain hole, is mounted in an auxiliary housing welded to the main casing. By this means, depending on the position of the tapered needle and its form, a proportion of the oil can be by-passed from the disc valves in the piston which

control the resistance against bump and rebound. In the event of a severe bump, the piston travels beyond the by-pass connections and the full quantity of oil is forced to pass through the disc valves, thereby increasing the resistance to its maximum value.

The position of the needle valve is governed by a cable and conduit, connected to a control knob mounted on the instrument panel on the right-hand side of the steering wheel. This fine adjustment allows selection in any position between hard and soft, to suit the driver's requirements.

Powered Windows

Operation of the door windows is by means of individual electric motors housed behind the trimming on each door. The equipment is manufactured by the Piper Electrical Co., Ltd., London. There are two press buttons for each window, one for raising and the other for lowering to any desired position. For the two rear passengers and the driver they are located on the door, but the controls for the front passenger door window are mounted on the instrument panel just above the windscreen washer control. Location in this position enables the driver to operate them without leaning over to the passen-



Above: Variable ride control on the rear suspension dampers is achieved by a selective valve which is attached to the side of the main cylinder, and by-passes a portion of the oil from the piston control valves. This by-pass is varied by a knob (below) mounted on the lower edge of the fascia. Electrical operation of door windows is by push buttons. For rear passengers and driver they are mounted on the doors; the front passenger side window buttons are under the driver's control on the edge of the fascia



Power assistance for the steering can be selected at will. A quadrant control on the dash allows the driver to determine the degree of assistance required



ger's door when travelling solo. The cost of these optional fittings is as stated below. The lower charge when fitting to existing cars, which includes installation costs, is because the items carry no purchase tax as such, but where fitted to a new car they carry a proportion of the total purchase tax charged on the complete car.

Power-assisted Steering

£53 9s 6d, plus £22 5s 8d purchase tax, fitted to a new car before delivery. Fitted to existing Sapphire the total cost is £65.

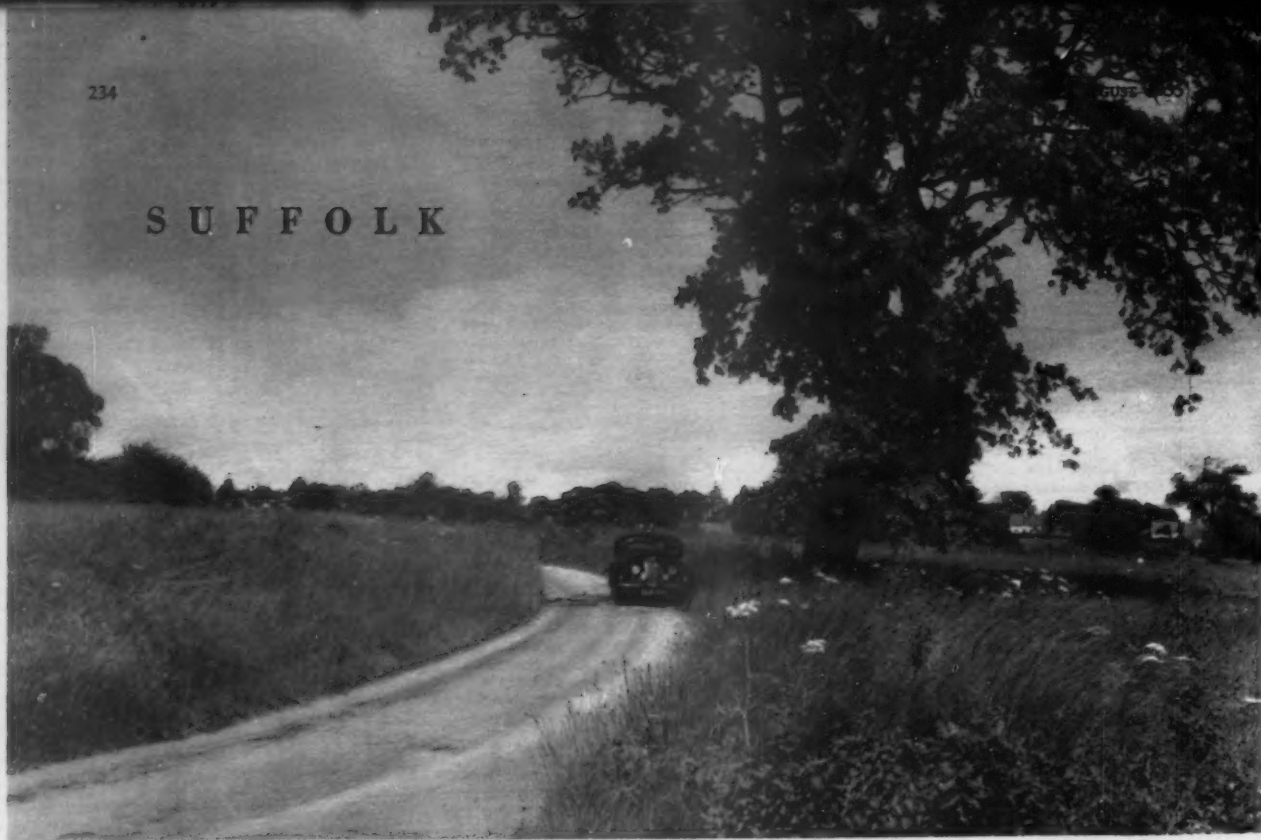
Adjustable Ride Control

£23, plus £9 11s 8d purchase tax, fitted to a new car before delivery. Fitted to existing Sapphire, the total cost is £26 5s.

Electrically Operated Windows

£84 6s 8d, plus £35 2s 11d purchase tax, fitted to a new car before delivery. Fitted to existing Sapphire, the total cost is £88 10s.

SUFFOLK

***Escape to Quietude***

by M. A. MILLAR

In a County of Peaceful By-ways

Typical of the peace and beauty of the Suffolk villages is Easton, near Framlingham

Yachts lie at anchor on the tidal river Deben at Woodbridge

WHERE can one go for a quiet and peaceful motoring holiday and yet be within easy reach of London? Take a map of England and Wales and note the areas, especially those adjacent to the coast, which, during the summer months, are not heavily laden with holiday traffic, and I think you will find that except for some small regions in Wales, the search is hopeless. The exception is Suffolk, a county known to only a few, and possessing no "attractions" that could be glamorized in the tourist bureau way.

If you are a motorist (perhaps of long standing) and sometimes pine for some really quiet roads and by-lanes in which to potter, and where you can motor all day long without meeting those oppressive dual carriage-ways, roundabouts and cyclical traffic lights, then this eastern county seems to be one piece of country left as a retreat de luxe for relaxation.



What can one instance as attractions of Suffolk for the touring motorist? Almost nothing, if one thinks only in terms of modern seaside resorts, cathedral towns, glorious views from eminences and all the rest. Felixstowe is the nearest approach to anything on popular lines, while other much smaller seaside places, Aldeburgh and Southwold, increase their motoring population only at weekends.

There are miles of sands for bathing but the high pebble beaches and dykes keep cars away from the sea, with the result that there are practically no great congregations of vehicles parked on the sea-front such as one sees at Eastbourne, Brighton and other more popular resorts. Ipswich and Bury St. Edmunds are crowded towns, and possibly are the only places to avoid unless shopping is imperative.

The charm of Suffolk lies in its almost wholly agricultural character and in the fact that the county is not intersected by roads carrying industrial traffic, which in many other parts of England is slowly wrecking the peace and quiet of the countryside. The great area of farmland, dotted with homesteads, hamlets, villages, and little churches, has a loveliness and a serenity which, to me, are a never-ending pleasure, so much so that the mere intrusion of my own car on the scene seemed almost a crime.

It is a type of countryside in which the horse and cart seem to be still the only rightful form of transport, and should the weather be good during a visit—and the east is

drier than the west—the great skies add an enchantment to the pastoral scene.

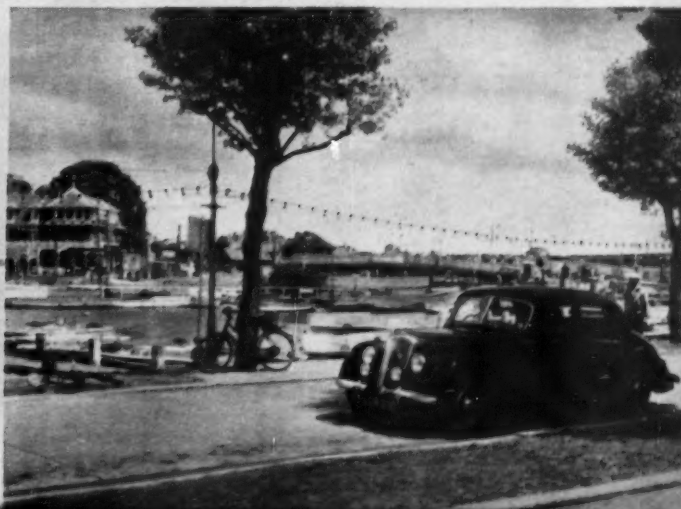
Within easy reach of countryside and the sea coast, two centres offer themselves, Woodbridge and Framlingham, the former being by-passed by the main road from Ipswich to Lowestoft, while the latter lies farther inland, although still within reasonable distance of the coast. Both are quite small towns, and each has a good hotel. Woodbridge attracts yachting people, as it has anchorages, yards and small wharves at the head of the tidal river Deben; Framlingham is completely old-world in character with its ancient church, public school and castle, and is so off the beaten track that it ministers mainly to farmers, local people, and parents of schoolboys, and to the occasional visitor to the castle.

Oulton, the nearest of the broads, can be reached easily, and if you like the atmosphere and business of fishing ports, both Lowestoft and Great Yarmouth in Norfolk are not too far away. On the opposite side of Suffolk, on the Norfolk border, lie the pine forests around Thetford and Brandon, fragrant with the well-known aroma and worth a visit. The timber extends for miles and is a tribute to planned afforestation. Three miles northward of Thetford on A134, a turning to the left leads to a gated track to Santon and Brandon, and a delightfully peaceful forest area is to be found on this by-route.

The roads and lanes in Suffolk, although well surfaced,

Below left: Craftsman at work in a boat builder's yard at Woodbridge. He is stepping the mast in a new yacht

Below right: A busier holiday scene near Lowestoft, close to the Norfolk border, where Oulton Broad is the nearest of the popular yachting resorts to the quiet Suffolk countryside



ESCAPE TO QUIETUDE . . .

abound in dips and sudden turns, and if you are a stranger to the county, recourse has often to be made to a map if one's direction is not to be lost. Perhaps we have one reason here why the area is not popular with those motorists who dislike navigation, and want to get to places quickly.

It is said that in bygone days the Dutch came to Suffolk and made their imprint on the agricultural life of the county. Their influence cannot have disappeared wholly, as many local buildings unquestionably have a Dutch appearance, while the farms are typically neat and well cared for. As for windmills, many must have disappeared during the last century, but a few still remain to grace the landscape.

Holiday boats lie at their moorings at Oulton Broad



Timber from the nearby forest is stacked in a woodyard near Brandon



Only one car was seen in an hour on this second class road leading from Brandon to Bury St. Edmunds—an area rich in pinewoods and bracken



The Volkswagen Phenomenon

ONE MILLION IN TEN YEARS : MINOR IMPROVEMENTS
IN NEW MODELS

THE millionth Volkswagen left the assembly lines of the gigantic Wolfsburg factory, near Hanover, Germany, on Friday of last week. This culminates a ten-year achievement, for production was restarted only in 1945, and such an output is without parallel elsewhere in Europe. As the second million cars go into production—the rate is now over 1,000 a day—minor improvements are incorporated. By reducing the depth of seat back, more room has been gained for the rear passengers, as well as a little more width; front seats have a two-way adjustment, the seat rising as it is moved forwards, and the seat backs have three angles of rake. Door locks are improved, and luggage space under the bonnet is larger. The flat-four rear engine has a new silencer mounted farther from the ground. Finally—a clever sales touch—there are now twin exhaust pipes, chromium plated.

This policy of minor improvements to a basically sound design (and no one can doubt the soundness of the design after its extraordinary success all over the world) is consistent with the plan previously followed by Volkswagenwerk G.m.b.h. "We shall retain our car in its present form for a very long time to come," said Prof. Dr.-Ing. E.H. Heinz Nordhoff, general director. "Even our two-millionth car will look the same outwardly as the present one."

How long it will take to reach two million may be hazarded from this table of production and export and from the fact that the Wolfsburg factory has recently been greatly enlarged; moreover, a new factory is being built in Hanover (in 190 days!) to take over the complete production of the Transporter, so widely known in its Microbus form:

	Cars	Export
1945 ..	713	—
1946 ..	9,878	—
1947 ..	8,973	56
1948 ..	19,244	4,464
1949 ..	46,154	7,128
1950 ..	90,038	29,387
1951 ..	105,712	35,742
1952 ..	136,013	46,884
1953 ..	179,740	68,757
1954 ..	242,673	108,922

The Volkswagen undertaking now employs 30,000 people and the town of Wolfsburg—a raw, slick architectural experiment that must rely on the factory for its character—exists by virtue of this Porsche-designed people's car. The people of Germany are benefiting in the year of achievement by price reductions ranging from 150 dm on the standard model to over 500 dm on the convertible. There will, however, be no reductions outside Germany.

Dr. Nordhoff's reward was the highest civil honour in the German Republic, that of the red-ribboned grand cross, conferred on him in the factory as the vast crowd of workers and visitors pressed round the gold-finished millionth car, making its debut under TV arc lights and to the babble of tongues from all over the world. Visitors had been arriving by air and coach for a weekend of festivity on a scale never before seen at



Dr.-Ing. Heinz Nordhoff, the general director of the Volkswagen firm

a European automobile undertaking. The stadium built for the national display which took place on Saturday—large enough for a cup final—was full to capacity; 165,000 people were invited to VW.

Everything about the VW set-up is a little larger than life. Its proximity to the Russian Zone frontier (about six miles), the scale of tooling in the factory, the adulation of the general director and the absence of shareholders are the normal of a slightly abnormal world. Press guests housed at Hanover, sixty miles away, regarded it as normal that they should be transported night and morning at over 50 m.p.h. along the *autobahn* to Wolfsburg in a fleet of over thirty pink and black Microbuses—a kind of festal commuting—attended by motor cycle police who kept other traffic clear of this far from micro-convoy.

The experience lent point to the general director's remarks about German roads, which are worth quoting verbatim, and with the reminder that the British motorist escapes to such countries as Germany in order that his car shall stretch its legs, as it were. In an address of quite unusual calibre, Dr. Nordhoff said this:

"The greatest worry of all, and one which I will therefore deal with in greater detail is caused by the daily widening gap between the standard of our highways and of that demanded by the ever-increasing traffic. Unless this problem, which has been totally neglected since 1939, is quickly and vigorously dealt with, it will inevitably adversely affect our economic life.

"I see this problem not so much as it affects me, namely in connection with the selling of motor cars—although one day it could have an adverse effect in this respect—but from the overall viewpoint of the German economy. Therefore I will not express my own views, but describe the situation as it would be seen by any industrialist who is concerned about his country's economic progress. It is only the responsible Government departments concerned who apparently do not see this.

"With the exception of about 1,400 miles of *autobahn*, our 160,000 miles of town and country roads originate, at the best, from the late Middle Ages. . . . So it is that the standard of nearly all roads has lagged far behind that which is the minimum necessary to meet the growing demands of motor traffic. . . .

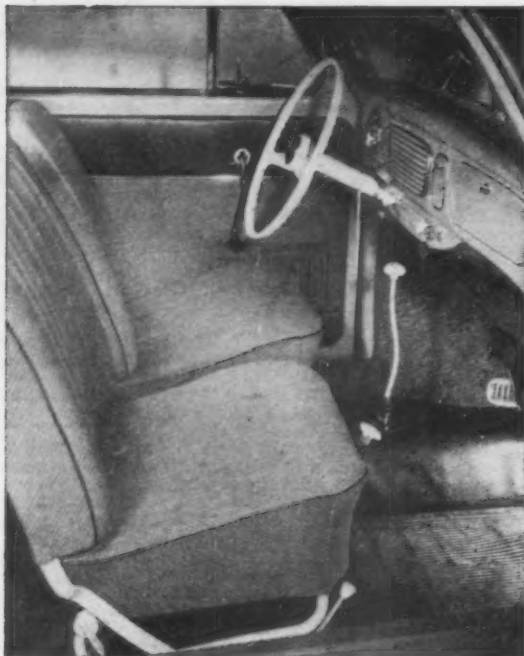
"All in all, it is a shockingly neglected state of affairs."

What manner of man is this controller of Europe's largest car factory? Genial, friendly, and so disarming as to take away any fear of leader-principle that may arise in the observer's mind from the attitude of his employees. Nordhoff is the born leader of men who takes his followers along with him; the term "fellow-worker" does not ring so hollowly from such a man as from more remote "leaders," and it is one he uses frequently. He was born in Hildesheim in 1899 and began his career as an aero engine designer with B.M.W. Ultimately he became managing director of Opel-Werke, Brandenburg, in 1942, but the dismantlement of this plant after the war put an end to his Opel career and he was appointed president of VW in 1948.

He gives full credit for his success to those who have gone before and those who



Nothing fundamental has been changed in the latest Volkswagen, but there are minor improvements



1,000,000 Volkswagen

By reducing the width of the seat backs, the interior space of the Volkswagen has been improved. The seat back rest is adjustable for three positions of rake by the simple mechanism shown in the diagram. As the fore and aft position is adjusted (by the normal means) the seat rises with the forward movement



are still with him, and the old German tradition which he so proudly voices, "Viel leisten—wenig hervortreten, mehr sein als scheinen" (work hard, don't boast about it, be more than you appear to be), plainly is applicable to himself. He is very much the philosopher, too, as is witnessed by his discussion of shorter working hours:

"I would also like to remind you, although it may, perhaps, not be very popular, that one also finds a happiness

in work, which is much more satisfying than idleness. It is not without good reason that the cycle of six working days and one Sunday has been in existence for thousands of years. No doubt, a Saturday off would for many be a nice gift, but for many others a curse. Most people live anyway to escape from themselves. For them another weekday without work would only increase the emptiness and the disconsolation caused by the idling away of spare time."

The success of Volkswagen is measured, as always, in figures. For the owner they are the claimed 60,000 miles without need of major overhaul; 100,000 miles without a rebore is common for this car. For other manufacturers there are export statistics: this year VW will send 35,000 cars to the United States, 28,000 to Sweden, 18,000 to Belgium, 14,000 to Holland, 12,000 to Switzerland and 10,000 to Austria. Firm sales contracts exist for the next six months.

It is sometimes claimed that VW success is the result of a cult, but this element, although it exists, can be only minor in a production that totals a million. The virtues of the design are easily apparent to a world that is for ever increasing its technical appreciation of means of transport. With its unstressed engine (36 b.h.p. at 3,700 r.p.m.) and low weight (1,600 lb) it is economical in fuel and wear; it has all-round independent suspension by torsion bar and a rear air-cooled engine ("The VW needs no garage," says the firm proudly). It is "over-square" (77 by 64mm) and has a capacity of 1,192 c.c. The body is streamlined and forward road visibility exceptional. Above all, service facilities are almost unrivalled over a large area of the world.

Volkswagens are available as saloons (standard and de luxe) and as a convertible by Karmann. In addition, Karmann has collaborated with Ghia Torino in the styling of a coupé (illustrated page 162, 29 July), now added to the range.

Course and Class Records Fall at Great Auclum

IN dry weather, not hot enough to soften tar, class and course records tumbled at Great Auclum hill-climb on August 6. In his Cooper 1,100, A. E. Marsh had only one run, which impaired the gear box. The fast, banked climbing bend after the downhill start was not perfectly taken—it looked slightly overdone for a moment. But it was tremendously fast, and broke the course record held by Lewis-Evans. Inspired perfection!

Morning practice had been very fierce, and eliminated the too-venturesome. (W. A. Liddell broke his blown Buckler, but in the event was more successful with another mount. There were many other mishaps.) The actual event was naturally steeper. Everyone had found his frontier.

Liddell, who was very steady and taking a nice line on the curves and swerves of the narrow quarter-mile hill, broke the class record in the small sports car class with a Buckler DD1, in competition with a large field, all smartly handled. G. A. Naylor (Lagonda Rapier) made surprising time, and was one of the few to use any slide. More Bucklers and Lotus versions appeared in the 1½- to 1½-litre class, and again the record fell. Just before the first swerve, J. Patten's Porsche enlivened the proceedings with a broken and wide-open throttle and a locked-wheels crash stop. One hero used the steep concrete wall,

which is faired into the banked road, as extra banking—and got away with it.

In the next class, the Triumph TR2s vied with the A.C. Aces. The latter were remarkably handy, and took first two places, a tribute to perfect balance. There was admiration for the way R. Cooper took that excellent, long battleship of a 2½-litre Riley up the lane in a fast timing.

The course is hardly right for the big sports machines, but excellent work was seen as G. Parker's two-supercharger Jaguar disputed with J. L. E. Ogier's Jaguar. Sliding his massive old Invicta saloon, J. A. Shutler cleverly joined the best time-makers.

After a lively entrée by the 500s, with a record for H. C. Taylor, the racing classes went on to provide Marsh's course record. Nobody was near him in a thin class, with Liddell and Henderson non-starters. And there were only three starters in the penultimate class for the 1,101-2,000 c.c. racing cars, in which D. R. Good's blown E.R.A. Special demonstrated crisp tune and a well-judged line round the corners.

The racing classes closed an excellent day's sport with a real scrap in the big class. In this, P. J. Stubberfield demonstrated that the old twin-tired, blown Bugatti is just as formidable at Auclum as it is at Prescott. What acceleration,

what adhesion—and what an awful noise! Ogier's Jaguar challenged fiercely. Oak trees, girt with straw bales, border the upper bends, and one of these was well clouted in a shower of earth and straw. Parker's blown Jaguar made only one run, beating Stubberfield then; but on its second run, the Bugatti showed that its first attempt had been mere practice.

It was an invitation event. The Hants and Berks M.C. had opened it to the B.A.R.C., Brighton and Hove M.C., Midland A.C., B.R.S.C.C., London M.C., Sunbac and Vintage S.C.C.

Results

Sports cars, up to 1,300 c.c.: 1. Buckler DD 1 1.097 c.c. (W. A. Liddell), 25.4sec; 2. Buckler 90 1.172 c.c. (G. Tapp), 24.6sec; 3. Lotus (P. Ash-down), 24.14sec. **1,301-1,800 c.c. and up to 1,300 c.c. (s):** 1. Lotus 1.467 c.c. (L. Smith), 23.15sec; 2. Lotus 1.467 c.c. (T. O. Cunnane), 24.04sec; 3. Delow 1.172 c.c. (s) (A. E. Marsh), 24.40sec. **1,801-3,000 c.c. and 1,301-1,800 c.c. (s):** 1. A.C. Ace 1.991 c.c. (R. D. Jennings), 25.9sec; 2. A.C. Ace (A. M. Park), 24.6sec; 3. Triumph TR2 (G. T. Green-halgh), 24.42sec. **Over 3,001 c.c. and over 1,801 c.c. (s):** 1. Jaguar 3.442 c.c. (J. L. E. Ogier), 23.6sec; 2. Jaguar 3.442 c.c. (s) (G. Parker), 23.6sec; 3. H.W.M. 5.420 c.c. (G. E. Pinkerton), 24.77sec.

Racing cars, up to 500 c.c.: 1. Cooper (H. C. Taylor), 22.24sec; 2. G.M. (F. J. May), 22.55sec; 3. J.B.S. (K. A. Gregory), 22.97sec. **501-1,100 c.c.:** 1. Cooper 1.100 c.c. (A. E. Marsh), 20.94sec; 2. Cooper-J.A.P. 1.069 c.c. (A. P. Rivers-Fletcher), 21.57sec; 3. Buckler DD 1.097 c.c. (W. A. Liddell), 23.80sec. **1,101-1,800 c.c.:** 1. E.R.A. 1.500 c.c. (s) (J. Berry), 22.69sec; 2. Caesar Special 1.991 c.c. (W. A. Taylor), 24.37sec; 3. Buckler 90 1.172 c.c. (G. Tapp), 24.53sec. **Over 2,001 c.c.:** 1. Bugatti 2.661 c.c. (s) (P. J. Stubberfield), 22.83sec; 2. Jaguar 3.442 c.c. (s) (G. Parker), 23.90sec; 3. Emerson (B. Henry), 24.06sec.

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Start of the production sports and touring car event. Gunnar Carlsson (Ferrari) leads Curt Lincoln (Jaguar) and Karl Kling and Erik Lundgren (300 SL Mercedes-Benz)

last man, but worked his way up to finish seventh. Another Aston Martin driven by Peter Collins could not start because of mechanical troubles which developed during practice. Roy Salvadori was lapped by the Mercedes drivers on the 12th lap, while Michael Head was lapped for the first time on the 13th lap. By the middle of the race the two leading cars had an advantage over their closest rival of more than a minute.

The Kristianstad track is rather narrow, so that overtaking is very difficult around much of the circuit, and the position achieved in the start is of great importance. The course is considered to be in good shape and the organizers are hoping

THE MIXTURE AS BEFORE

Comfortable Mercedes Win in Swedish Grand Prix

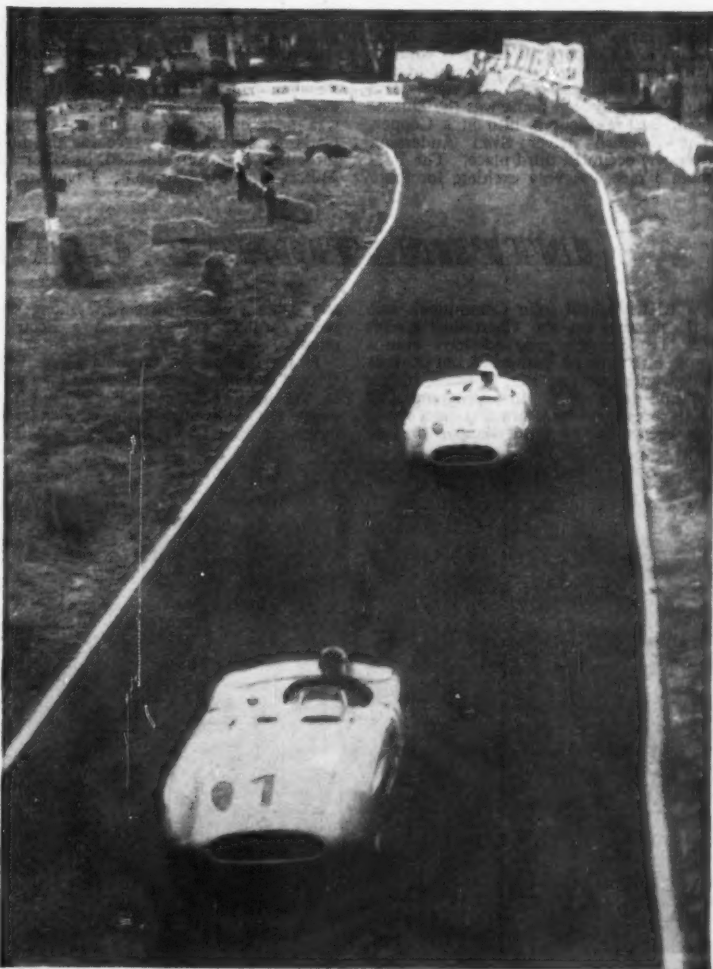
LAST Sunday's Swedish Grand Prix—the first for cars to be staged since the war—turned out to be an all-Mercedes affair. Their drivers Fangio and Moss took the lead right from the start and lapped all their rivals apart from Eugenio Castellotti (Ferrari) and Jean Behra (Maserati 300S). The meeting, staged by the Royal Swedish Automobile Club at the Kristianstad course in southern Sweden, was, in fact, rather dull because of the great superiority of the two Mercedes aces.

Stirling Moss, the fastest driver when practising on Friday and Saturday, was placed first when the cars were lined up for the Le Mans type start. Behind him was team mate Juan Fangio. Moss got a very fine start indeed and led the field for the first lap. Then he was overtaken by Fangio, who stayed in front until the race was flagged off. The distance between the two Mercedes drivers was never more than a hundred yards. That they were not pressed is shown by the fact that they had no need to improve on their practice times.

In spite of the roads being dry and weather conditions very favourable, the race was run at lower speed than had been achieved during the practice. The average speed for the Mercedes drivers was 99 m.p.h. with a fastest lap of 104.4 m.p.h. The fastest driver outside the Mercedes stable managed 97 m.p.h.

Ferrari works driver Castellotti, after a poor start, managed to climb to third place. Driving the extremely fast 4.4-litre Ferrari, he tried to keep pace with the leaders, but they increased their lead every lap and with no challenge to the leading pair, hopes of an exciting race vanished.

British cars did not have a very bright day. Michael Head in a privately owned D-type Jaguar, was the best British driver on a British car, finishing fifth, two laps behind the winner. Roy Salvadori, in a David Brown-entered Aston Martin, was



The old order changeth not. Fangio leads Moss, in the Swedish sports car Grand Prix



The 500s thunder away from the starting line; André Loens, number 1 and the ultimate winner, is already in the lead

THE MIXTURE AS BEFORE . . .

for their event to be granted World Championship status; the organization could, of course, be improved when the organizers gain more experience.

Before the sports car race, an event for Formula 3 cars was won comparatively easily by the well-known André Loens in a Cooper-Norton. His winning time for eight laps round the four-mile track was 23min 58sec which equals 81.3 m.p.h. Second man home was the Dutchman, Will Tervooren, also in a Cooper. The Swedish driver Sven Andersson (Cooper) occupied third place. The Formula 3 race was very exciting, for there

were numerous changes in the lead. On the first two laps the Dutchman Hutchinson and the British driver Ken Tyrrell were leading very convincingly. However, they dropped out, and Hutchinson was injured in a crash and taken to hospital.

A race for standard series-produced sports cars was won by Richard von Frankenberg in a Porsche Spyder. His average speed was 88 m.p.h. Fastest lap was made by the Swedish driver Gunnar Carlsson, who led the race for the first three laps before he crashed, in a Ferrari Monza at nearly 92 m.p.h. Favourite in

this class had been Belgian driver Paul Frère until he crashed and damaged his Ferrari in practice. A race for tourist cars, which ran with the standard sports cars, saw the German ace Karl Kling win with Swede Erik Lundgren—also in a Mercedes-Benz 300 SL—as a sensational runner-up. Lundgren made the fastest lap at 91.3 m.p.h.

G.P. RESULTS (32 laps of 4.66-mile circuit)

1. Mercedes-Benz (J. M. Fangio), 1hr 18min 13.7 sec, 100.36 m.p.h.
2. Mercedes-Benz (S. Moss), 1hr 18min 14sec.
3. Ferrari (R. Castellotti), 1hr 19min 5.3sec.
4. Maserati (J. Behra), 1hr 20min 42.1sec; 5. Maserati (B. Musy), 1 lap behind; 6. Jaguar (M. Head), 2; 7. Aston Martin (R. Salvadori), 2.

INTERNATIONAL CHARTERHALL

THE Winfield Joint Committee's race meeting on the Charterhall circuit last Saturday may not have been a truly international gathering but it provided an interesting and, at times, highly exciting day's sport. In a programme of eight races there were two first-class sports car events and a twenty-lapper for the

500 c.c. merchants that was among the most thrilling ever seen on a Scottish circuit.

In the final of the Formula 1 race Bob Gerard had things very much his own way in the Stirling Moss Maserati, but the event was enlivened by a sterling performance from the veteran Louis Rosier.

In a Maserati as blue as the summer sky above the circuit he worked his way from eighth place in the first lap to third in the fifteenth and, in doing so, caused Gerard to motor a little harder than he might have done, so that a new lap record was set up, to be shared equally by both the French and British drivers.

The day opened gently with a half-litre race in which the imperturbable Don Parker brooked no opposition from start to finish; a threat from Cliff Allison petered out in the fifth lap when the Cooper broke a chain. A. J. F. Ferguson (Cooper) tried hard, but the familiar red Kieft sang happily on its way to win by three clear seconds.

Then came the event for sports cars up to 2,700 c.c. in which it was thought that Jimmy Gibbon's re-vamped Rover or Michael Anthony's Lotus might be a match for Archie Scott-Brown's Lister-Bristol. Not a bit of it. The Lister-Bristol may not be jet-propelled but it gave a remarkably good imitation of being so, with Scott-Brown at the wheel. While Tom Kyffin (Cooper-Bristol) went sampling the cabbages at Lodge Corner and while the Gibbon Rover disappeared with an undiagnosable malady, the Lister-Bristol showed its tail to the Lotus in a very clear victory.

In the absence of Scott-Brown from



Reg Parnell goes marker-clipping in the works DB35 Aston Martin on his way to win the International John Brown Trophy Race

the first heat of the Formula 1 race (with what appeared to be a spot of plug trouble) Michael Anthony's Lotus won. In the other heat Bob Gerard drove a very steady race in the Moss Maserati to win from Horace Gould, also in a Maserati. These heats were interrupted by a 15-lapper for sports cars up to 1,500 c.c., in which Stuart Lewis Evans, driving a Ford-engined Elva and S. M. Lowe, in a Coventry-Climax-engined vehicle of the same make, duelled merrily while Les Leston, in Peter Bell's Connaught, went on to win the event.

The unlimited sports car race was notable for a series of gyrations at Lodge Corner. Ted Evans (Austin-Healey) spun twice, Rosemary Vickers (C-Type Jaguar) looked more than somewhat puzzled as her car went cabbage gathering, and Ninian Sanderson (D-Type Jaguar) gave Louis Rosier (Ferrari) a monumental bump in the stern—all within the first half dozen laps. Desmond Titterton (D-Type Jaguar) stayed well clear of the

melée in a winning drive and, as ever, Archie Scott-Brown handled his mount in highly stylish fashion.

A terrific triangular struggle in the 20 lap half-litre race involved Don Parker (Kieft), Keith Hall (Cooper) and A. J. F. Fergusson (Cooper). It went on for fifteen laps and on each occasion it was a different car which went over the finish line in the lead. There was very genuine sympathy for Don Parker who had the bad luck to have a drive chain break in the eighteenth lap just after he had led the trio for two laps in succession.

The day's sport ended with the 20-lap final of the Formula One race in which Bob Gerard (Maserati) had things pretty much his own way. But Louis Rosier (Maserati) earned salutations for a very fine drive, and there was also a great, race-long duel between L. Marr (Connaught) and J. Brabham (Cooper Bristol) which, with Rosier's gradual ascent to third place, kept the crowd's interest going until the fall of the checkered flag.

RESULTS (lap distance 2 miles)

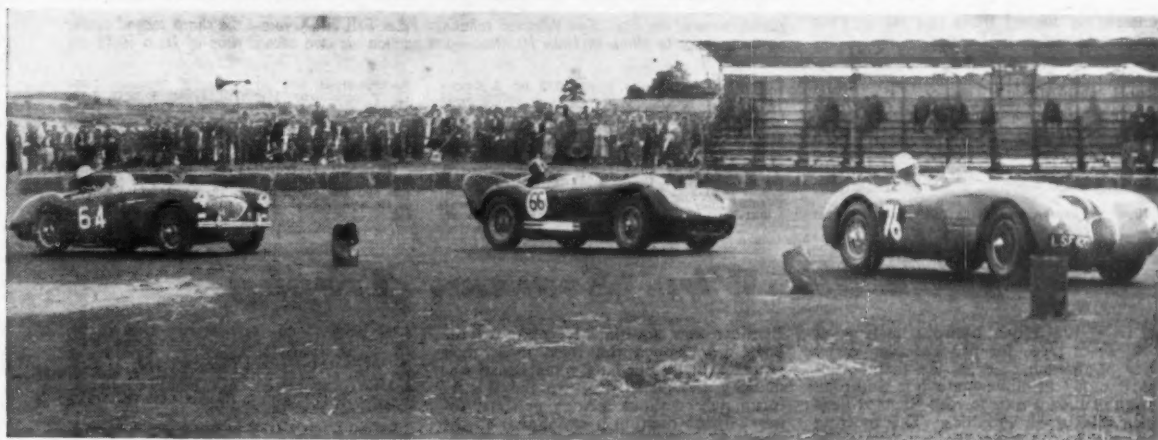
Sports cars: Up to 1,500 c.c. (15 laps): 1. Connaught 1,500 (L. Leston), 23min 51.2sec, 75.45 m.p.h.; 2. Lotus-Connaught 1,500 (J. B. Naylor); 3. Elva 1,097 (S. M. Lowe). **Up to 2,750 (15 laps):** 1. Lister-Bristol 1,971 (W. A. Scott-Brown), 22min 51sec, 78.77 m.p.h.; 2. Lotus 1,971 (M. Anthony); 3. Lister-Bristol 1,971 (N. Cunningham Reid). **Unlimited (10 laps):** 1. Jaguar 3,442 (J. D. Titterton), 28min 26.4sec, 81.52 m.p.h.; 2. Ferrari 3,000 (L. Rosier); 3. Lister-Bristol 1,971 (W. A. Scott-Brown).

International Event for John Brown Trophy (5 laps): 1. Aston Martin DBSS (R. Parnell); 2. D-type Jaguar (D. Titterton); 3. Lister-Bristol (A. Scott-Brown).

Racing cars: Formula 3 (10 laps): 1. Kieft (D. Parker), 15min 35.5sec, 76.69 m.p.h.; 2. Cooper (A. J. F. Fergusson); 3. Cooper (J. K. Hall). **Formula 3 (10 laps):** 1. Cooper (J. K. Hall), 15min 2.4sec, 77.6 m.p.h.; 2. Cooper (A. J. F. Fergusson); 3. Cooper (P. Robinson).

Formula 1: Heat 1 (10 laps): 1. Lotus (M. Anthony), 23min 4.2sec, 76.02 m.p.h.; 2. Cooper-Bristol (A. McMillan); 3. Cooper-Bristol (J. Somerville). **Heat 2 (10 laps):** 1. Maserati (F. R. Gerard), 21min 26.4sec, 83.96 m.p.h.; 2. Maserati (H. Gould); 3. Connaught (L. Marr). **Final (10 laps):** 1. Maserati (F. R. Gerard), 28min 49sec, 83.29 m.p.h.; 2. Maserati (H. Gould); 3. Maserati (L. Rosier).

Fastest lap (record): (tie), Maserati (F. R. Gerard) and Maserati (L. Rosier), 1min 25.8sec, 85.92 m.p.h.



Trio round Tofts. W. T. Smith's C-type Jaguar leads N. Cunningham Reid's Lister-Bristol and W. I. Morrison's Austin-Healey at Charterhall

HILL CLIMBING—Irish Style

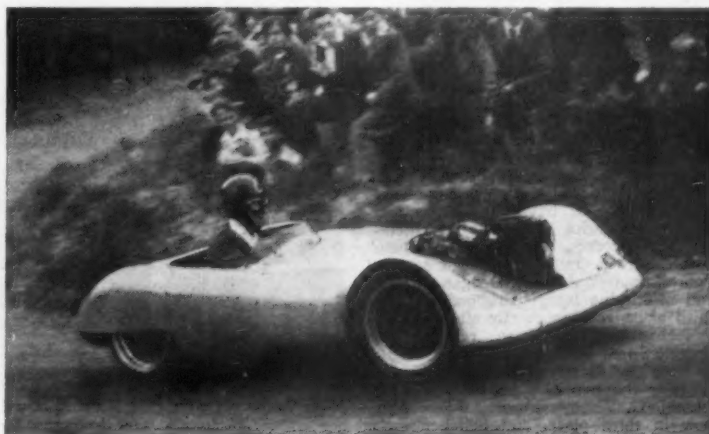
KEN WHARTON, driving the 1,996 E.R.A. achieved fastest time of day at the Craigantlet Hill Climb, Northern Ireland, on Saturday, and thus set himself more firmly on the way to retaining the British Hill Climb Championship. He failed by only one-fifth of a second to equal his own record of the previous year. Conditions were almost ideal for the event, with bright sunshine and little sign of soft tar on the surface.

Wharton had brought over two cars—his own Cooper and Peter Bell's 2-litre E.R.A. In practice just before the event he was slightly faster in the Cooper, but there were indications of some mechanical trouble developing, and he decided to use the E.R.A. On his first climb he returned 1min 12.20sec, and next time he went up in 1min 10.38sec. The record stands at 1min 10.11sec.

Only real challenger to Wharton was Rex McCandless, of Belfast, of spring-frame motor cycle fame, who turned out with his 500 c.c. McCandless, which he designed himself and which he has raced

with success at Kirkistown airfield. This motor-cycle-engined car, with handle-bars instead of steering wheel, on its first run went up in 1min 13.89sec, and later in 1min 13.59sec. It handled very well on the bends.

Chris Lindsay, who has had few successes in the past two seasons, came back into the picture when he turned out in a 1,097 Cooper, sharing the driving with Leslie Innis. The car was purchased only a few days before the event and arrived



R. McCandless takes Craigantlet's first corner in his 500 c.c. McCandless, on his way to make second fastest time of the day (1min 13.55sec)—an outstanding performance

HILL-CLIMBING—Irish Style . . . continued

on Friday. It had been raced at Le Mans by Wadsworth, and still carried the road-racing axle ratios, which are unsuitable for hill climbing. Notwithstanding this handicap, Lindsay took two trophies. His best time was 1min 18.6sec.

In the closed-car class a lively duel took place between W. T. Todd, of Lisburn, in a Ford, and E. T. McMillen of Craigavon, in a Standard Ten which had been entered by John Johnstone, now recovering from an accident. Todd won the scratch class by one-fifth of a second, but McMillen's effort brought him the open handicap award.

R. I. E. Wilson (Ford Special), Belfast, overturned at one of the bends, but was uninjured. A. Jamison, an official of the 500 Motor Racing Club, attracted notice with his driving of a 1,097 Cooper entered by former trials and racing man Hector Graham, of Bangor.

RESULTS

Fastest time of the day: E.R.A. 1,996 (K. Wharton), 1 min 10.38 sec.

Closed production cars up to 850 c.c.: 1. Renault 750 (J. R. Martin), 1 min 46.91 sec; 2. Austin 800 (J. C. Little), 1 min 49.26 sec; 3. Austin 800 (J. C. Little), 1 min 49.26 sec; 4. to 1.569; 1. Ford 1,172 (W. T. Todd), 1 min 37.46 sec; 2. Standard 948 (E. T. McMillen), 1 min 37.64 sec; 3. Jowett Javelin 1,486 (J. R. Martin), 1 min 49.17 sec; 4. Jowett Javelin 1,486 (J. R. Martin), 1 min 49.17 sec; 5. Over 1,899: A.C. 1,991 (C. S. Porter), 1 min 28.75 sec.

Open production cars up to 1,300 c.c.: 1. Cooper



Fastest time of the day. Ken Wharton takes the Peter Bell E.R.A. round the sharp second corner at Craigtlet to climb in 1min 10.38sec—just outside his own record time of 1min 10.11 sec

1,097 (C. F. C. Lindsay), 1 min 18.61 sec; 2. Cooper 1,097 (L. Innes), 1 min 24.50 sec; 3. Dellow 1,172 (E. Moore), 1 min 35.66 sec; 4. Over 1,300: 1. Triumph 1,991 (E. T. McMillen), 1 min 24.51 sec; 2. Austin-Healey 2,660 (E. D. Maguire), 1 min 25.59 sec; 3. Triumph 1,991 (L. Titterton), 1 min 25.66 sec.

All cars, other than racing and supercharged, up to 1,300 c.c.: 1. Cooper 1,097 (C. F. C. Lindsay), 1 min 18.61 sec; 2. Kieft 1,097 (J. L. M. Meikle), 1 min 18.67 sec; 3. Cooper 1,097 (L. Innes), 1 min 24.50 sec; 4. Over 1,300: 1. Nufor 1,343 (D. W.

Archibald), 1 min 20.61 sec; 2. Triumph 1,991 (E. T. McMillen), 1 min 24.51 sec; 3. M.G. 1,426 (R. M. D. MacGregor), 1 min 25.52 sec.

All cars, unlimited: 1. E.R.A. 1,996 (K. Wharton), 1 min 10.38 sec; 2. McCandless 500 (R. McCandless), 1 min 15.59 sec; 3. Cooper 1,097 (A. Jamieson), 1 min 15.69 sec.

Handicap: 1. Standard 948 (E. T. McMillen), h/cap 57 sec, net time 1 min 0.64 sec; 2. McCandless 500 (R. McCandless), 12 sec, 1 min 1.59 sec; 3. Renault 750 (J. R. Martin), 45 sec, 1 min 3.51 sec.

Maserati Wins Seaman Trophy

SANDWICHED between a host of short races for pre-war cars, many of them handicaps, the main event of the day at Silverstone last Saturday was the 100km race for the Richard Seaman Memorial Trophies. The meeting was run by the active Vintage Sports Car Club.

After four handicap races and one scratch race, all over five laps of the 1,608-mile club circuit, a most interesting selection of cars lined up for the main event. It was open to vintage and historic racing cars, and had a trophy to be won by the fastest car, another awarded on a handicap basis, and one for the fastest vintage car.

D. Poore's 1935 supercharged 3,800 c.c. Alfa Romeo was the hot favourite, this massive but tremendously powerful car having scored victories in 1951, '52 and '53. Other fast cars included G. W. Mott's blown 2.9-litre Maserati, driven by H. C. Spero, C. K. W. Schellenberg's 8-litre Bentley, a number of E.R.A.s and Bugattis, two Amilcars, H. F. M. Scott's 1924 8-litre Hispano-Suiza, and so on.

At the start Poore took the lead, which he held for nine of the 39 laps. In the early stages it seemed that he was going to chalk up a fourth victory, for the second and third cars, J. W. Broad's E.R.A. and the Spero Maserati, were not very close challengers, having to be content with a wonderful scrap between themselves. However, after five laps Spero passed Broad and began to close on Poore. Poore's Alfa then began to slow and after nine laps it dropped back to third place, retiring shortly afterwards.

Tremendously exciting racing continued, Spero having to do all he could to keep the Maserati in front of Broad. Steadily the two cars pulled well away from J. G. Vessey's blown 2.9-litre Alfa, now in third place, and Schellenberg's

Bentley, now fourth. Keeping up the pace they lapped the third man, their struggle finally finishing when Broad was unlucky enough to overturn the E.R.A., fortunately without serious personal injury. From then on it was Spero all the way. The Vintage trophy went to the beautifully prepared Bentley of G. G. McDonald and the handicap section was won by J. C. Tozer's similarly fine Amilcar.

The day was rounded off with more handicaps, a ten-lap all-comers' scratch race and an entertaining team relay.

RESULTS

Handicap races (5 laps): 1. 1. Aston-Martin 1,970 (C. J. Freeman), 67.44 m.p.h.; 2. Lagonda 4,458 (Hon. C. E. Mulholland), 5. Riley 1,496 (E. R. Welford), 8. 1. Frazer-Nash 1,496 (P. J. Nunn), 58.13 m.p.h.; 2. Hispano-Suiza 8,000 (H. F. M. Scott), 3. Bugatti 1,496 (R. R. Kellier), 3. 1. Lagonda 4,458 (Hon. C. E. Mulholland), 66.20 m.p.h.; 2. Riley 1,496 (E. R. Welford), 3. Invicta

4,467 (Lord Ebury), 4. 1. Bugatti 1,496 (R. R. Kellier), 56.20 m.p.h.; 2. Hispano-Suiza 8,000 (H. F. M. Scott), 3. Frazer-Nash 1,496 (P. J. Nunn), 4 (chassis-driven Frazer-Nash), 1. 1,496 (P. J. Nunn), 60.99 m.p.h.; 2. 1,496 (B. E. Brown), 3. 1,496 (R. W. Ashley), 4. 1. Bentley 4,398 (J. A. Walker), 66.11 m.p.h.; 2. Humber 3,200 (K. Neve), 3. Vauxhall 3,996 (A. Brooke).

Scratch races: 1 (vintage sports cars, 5 laps): 1. Bentley 4,576 (G. G. McDonald), 69.71 m.p.h.; 2. Bentley 4,398 (G. H. G. Burton), 3. Vauxhall 4,224 (W. P. S. Melville). **Glass winners: Up to 1,100 c.c.:** Riley 1,087 (P. J. E. Binns), 1.101. **2,000 c.c.:** Frazer-Nash 1,496 (B. E. Brown), 2 (10 laps): 1. E.R.A. 1,458 (s) (T. T. Carson), 74.03 m.p.h.; 2. Bentley 7,982 (C. K. W. Schellenberg), 3. Alfa Romeo 2,900 (s) (J. G. Crowther).

Richard Seaman Memorial Trophies: 1. Maserati 2,900 (s) (H. C. Spero), 68.15 m.p.h.; 2. Alfa Romeo 2,900 (s) (J. G. Vessey), 3. E.R.A. 1,488 (s) (T. T. Carson). **Best vintage:** Bentley 4,576 (G. G. McDonald). **On handicap:** 1. Amilcar 1,098 (s) (J. C. Tozer), 2. Bentley 4,576 (G. G. McDonald), 3. Bugatti 1,496 (s) (A. F. Emlinson). **Team Relay:** Team B: Riley 1,087 (P. J. E. Binns), Vauxhall 4,300 (H. Cox), Bugatti 1,496 (R. R. Kellier), 58.16 m.p.h.; 2. Team A: Humber 1,057 (W. L. T. Winder), Humber 1,057 (T. Goodman), Humber 985 (W. L. T. Winder), 3. Team C: Frazer-Nash 1,496 (J. V. Skirrow), Frazer-Nash 1,495 (M. S. Geoghegan), Frazer-Nash 1,496 (M. Vaughan).



T. T. Carson drove his 1937 blown 1 1/2-litre E.R.A. with skill to achieve third place in the 100-kilometre race for the Richard Seaman Memorial Trophies at Silverstone



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INCONGRUOUS here is not so much the stage coach as the car, for the road—between Loughborough and Melton Mowbray—is as well suited to hoof horse power as to brake horse power. A similar coach is making a long tour in the Roads Campaign Council's drive to enlist public support for its better roads campaign

Correspondence

Pennantry

A New Menace, says a Reader. Much time and space in the National Press has been devoted recently to road safety; I wonder if the motoring authorities are aware of the new menace that is now appearing on our roads in ever-increasing numbers—the Pennant Collectors. They plaster the windscreen and rear window of their cars with pennants denoting the localities they have visited, thus reducing the visibility both fore and aft—a habit that is most discouraging to the motor manufacturer, who is for ever trying to enlarge the motorists' field of vision.

Pennant collecting is a form of exhibitionism, not unlike the Continental traveller who permits his personal luggage to become covered with the romantic name places that he has been fortunate enough to be able to afford to visit. The elegantly adorned suitcase merely confuses the porter, but the gaily decorated windscreen is a danger indeed.

C. P. HAMILTON-ADAMS.

Birmingham.

Crashes Abroad

"Nothing but Praise for Efficiency." I hope that Mr. J. C. Harrison's experiences (July 22) after his unfortunate accident will not deter other motorists from going abroad, because I can give a very different picture. Last year my wife and I were involved in a most serious accident in France; we were both

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

taken to hospital where my wife was detained for a month, and the car was very nearly a write-off. After three or four days I wrote to my insurance company in London and, at the same time, sent off the car papers together with a letter to the Royal Automobile Club Port Officer at Boulogne, asking him to arrange the return of the car under the R.A.C. Continental Breakdown service. The car arrived back in Folkestone several days before we returned to England, and was taken to a garage in Folkestone. I have nothing but praise for the efficiency of the system.

Stanmore, Middlesex.

A. R. SPOONER.

Silverstone v. Aintree

Southern Circuit Preferred. The objections voiced earlier this year regarding transfer of the British Grand Prix from Silverstone to Aintree appear to have been fully justified. Competitors may or may not prefer the Aintree circuit, but to spectators Silverstone is infinitely superior. Vision at Aintree is greatly restricted by infield buildings, and even the view of Tatts Corner from the main stands does not compare with that obtainable from the south stand at Silverstone.

The Aintree stands offer little protection from the elements, and during Saturday, July 16, there could have been very few seat-holders who were exempt from acute discomfort, aggra-

Correspondence

vated by the rigid restrictions placed upon movement around the circuit and by the industrial outlook which Aintree presents.

Neither of these conditions applies at Silverstone, set as it is in country surroundings and allowing freedom to all parts. Whilst Aintree accommodates equal crowds, it does so in congested batches, and great portions of the circuit are inaccessible to spectators.

Grunblings and grouses were to be heard wherever we went at Aintree, and it is to be hoped that a return to the pleasant freedom and a less restricted view of Silverstone will be made for this important event.

JOHN H. R. HAY.

Kidderminster, Worcestershire.

"O, to be in England"

The Trip from Boulogne to Dover. Returning to England on July 26 after a business trip to France and Switzerland, I travelled in the s.s. *Dinard* from Boulogne to Dover and experienced a vivid example of our "new aristocracy." The ferry berthed at Dover at approximately 6.20 p.m. At 6.10 p.m. passengers were requested to assemble for inspection of passports prior to disembarkation. Inspection actually commenced at 6.40 p.m. after a delay of some 15 to 20 minutes whilst the ship's officer searched the docks for the passport inspection officers to come aboard.

To say the least of this incident, the officers concerned were failing in their duty—they must have known when the ship entered the harbour and I cannot accept the suggestion that the particular time of the year was responsible for the delay. If there is a shortage of inspection staff at Dover, arrangements should be made to draft personnel there immediately.

To crown the day, I arrived at an hotel at St. Albans at 10.15 p.m., having made the necessary reservation over two months previously, to find that the management had in fact entered my booking under the wrong date and no rooms were available. Is it any wonder that foreign tourists stay away from this country? And we thought that the end of the war would bring us "freedom."

Chapel-en-le-Frith, Derbyshire.

H. E. G. HARVEY.

[It seems that The Scribe and our correspondent were in the same boat! See page 224.—Ed.]

Petrol Economy

Over 25 m.p.g. with a Daimler. On a two-day business trip to the North of England, embracing Sandbach, Manchester, Bolton and Oldham, a considerable amount of traffic and congested road conditions were encountered. I filled the tank of my Daimler Conquest Century saloon before starting the trip, put in 10 gallons at Manchester—and on my return to Bristol the tank over-flowed at 10½ gallons. The speedometer trip meter registered 521.3 miles. The consumption worked out at a fraction over 25 m.p.g.

Bristol.

C. E. H. SAUNDERS.

Functional Beauty

Out of Step with Current Design. One can not help feeling sorry for such people as your correspondent J. W. Bull, of South Australia (July 15)—their world is slowly crumbling about their ears and they are blind in the midst of so much beauty.

Their complaint can be diagnosed as an inability to realize that beauty in a car is closely related to function. Thus, with the advent of aerodynamic influence on sports cars, one found that the old conception of beauty no longer applied and that quite a considerable mental effort was required to appreciate the seemingly strange shapes that were emerging.

Of all people connected with coachwork design, the Italian specialist coachbuilders were the quickest to adopt, and the most successful in refining, these new shapes and applying them to production chassis. Most of the cars J. W. Bull mentions were good looking before the war, most of them fell sickeningly between the two schools of thought after the war and it is only in their latest standard production models that Rolls-Royce, Bentley and Armstrong Siddeley have achieved satisfactory styles.

When one keeps pictures of cars over the years, as I used to do until recently, one can amuse oneself by tracing the "lineage" of current styles. For instance, the Sunbeam Alpine tourer to the 1939 Adler saloon that covered 2,000 miles on the autobahn in 20 hours, the Bristol 403 saloon to a touring body on the

same chassis, the M.G. Magnette (and Wolseley 4/44) to a Bertone TD, and the D-type Jaguar to Alfa-Romeo's Flying Saucer. Perhaps readers can supply other examples?

Warrington, Lancashire.

D. J. McALPINE.

Disabled Driver

50,000 Miles by Lanchester. A disabled driver myself, with many years' experience of cars fitted with hand controls, I should like to endorse the opinion of your correspondent Ian S. H. Dennis regarding the Daimler transmission.

My own 1947 Lanchester 10 h.p. car has now a mileage of over 50,000 and the all hand controls as fitted by the Lanchester works have proved to be excellent in operation and have required only one small adjustment to the hand throttle, excluding the normal brake adjustments.

I look forward to the day when the popular lower priced cars are fitted with fluid-flywheels or automatic transmissions. Possibly the Rover type of gas turbine car will be the ideal car for the driver with leg disabilities.

Birmingham.

HERBERT CHANCE.

Wing Mirrors

A Help in Manoeuvring. The Scribe has recently given his views about wing mirrors, and some correspondence has followed in your columns. What, in my view, is the chief asset of these mirrors has not been mentioned, however. This is their ability to tell the driver the exact position of his rear mudguards in relation to other vehicles or obstructions when manoeuvring in car parks or other confined spaces. I have always had them fitted to cars which I have owned during the last 20 years or so, and feel quite lost without them if I drive somebody else's car.

They are invaluable for turning round in awkward places, where reversing into a gateway may, for instance, be called for (as I found when driving my 3-litre Alvis off the beaten track in Scotland this summer). They are also of great help when parking close to the side of a road. I think that far less damage would be done to other cars in car parks, if more people used them. No inside mirror, whether "panoramic" or not, can give this information.

Winchester, Hampshire.

G. KINGDON.

Litter Bugs

He Takes His Bin With Him. With reference to Mrs. Holt's complaint in your issue of July 8, she and other tidy-minded road users may be interested in a litter bin which was the very first gadget I made and fitted to my new car two years ago. It has proved large enough to cope with sweet and ice cream wrappings and the like for a day's outing for four people. It consists of a long, cylindrical biscuit tin of the type in which Bath Oliver biscuits are retailed, which stands vertically in a slightly larger diameter tin of about one third of its height. This latter tin is bolted to the floor of the car, and to one door pillar. A piece of felt at the bottom prevents rattle. The lid of the biscuit tin is fitted with a plastic handle. Both tins are painted a suitable grey to match the car interior, and they in no way interfere with anything.

A far simpler but less elegant alternative is the ordinary brown-paper bag.

If an act of Parliament would make the fitting of similar convenient litter-bins compulsory on all future cars and public-service vehicles then I believe it would help enormously in making us all respect the amenities of our roads and countryside. Child passengers certainly use my litter-bin with delight, and a further educative feature can be added by making the emptying of the bin on one's return home their special responsibility.

London, W.C.2.

R. WALKER.

Petrol Consumption

Rover Figures in America. I have noticed in one of your recent issues, in your correspondence columns, a Rover owner complaining of very poor mileage on his 1939 model. In a recent trip to San Francisco, we averaged 21 miles per gallon—and we drove a great deal of the distance at 60-65 miles per hour. I met another Rover owner who claims he is getting 27 miles per gallon.

I think British cars would be more favourably received in the U.S. if we could receive more adequate service. By the way, we find our Rover to be a real source of pleasure.

Los Angeles, California.

DAVID PRIVER.

[It is not clear if the figures quoted are for U.S. gallons; adjusted to Imperial gallons, 21 U.S. m.p.g. would be equivalent to 25.2 m.p.g., and 27 U.S. m.p.g. equal to 32.4 m.p.g. here. In *The Autocar* Road Tests, the Rover 75 gave 21.9 m.p.g.; the 90 22.3 m.p.g.]



To be honest, the black beetle and the wig-maker's block in our illustration are not the things referred to in the very old proverbial phrase, 'between the beetle and the block'. The beetle in the phrase was a heavy mallet, and the block was where the work was put to be pounded. We hope you don't feel cheated by the illustration: we have used it (as we have used illustrations of other proverbial phrases) to draw your attention to the two main dangers that can mar the performance of sparking plugs: on the one hand overheating, which causes pre-ignition troubles; and on the other hand fouling, which weakens the spark and may even kill it, by allowing the high-tension current to leak away across the insulator.

Pre-ignition causes knocking (which wastes power and petrol and puts unnecessary loads on engine bearings) and in serious cases 'running on' when the ignition is switched off.

To avoid these troubles, your plugs must have a 'heat value' (that is, a rate of losing heat) that suits your engine *exactly*. Hot engines need plugs with *high* heat values. Cool engines need plugs with *low* heat values. But the best heat value for a particular engine is also determined partly by the age and condition of the engine and by how hard it is normally driven.

Sparking plugs between the beetle and the block

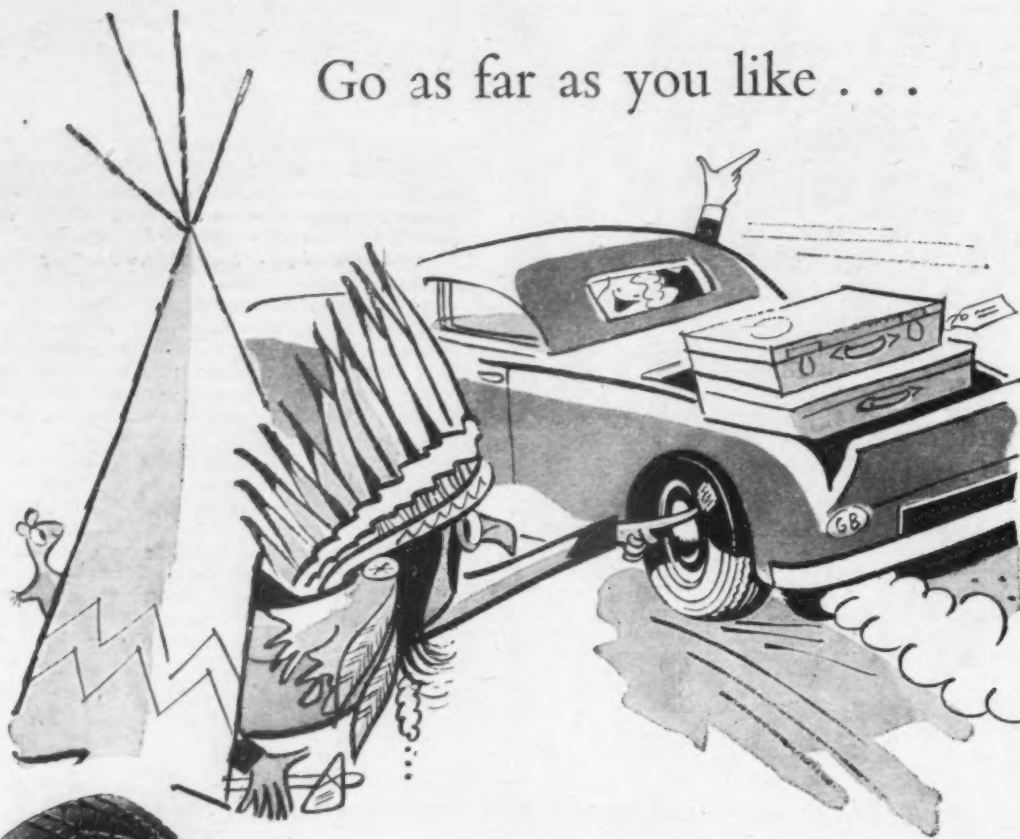


Of all the sparking plugs commonly stocked by British garages, K.L.G. offer you the most complete range of different heat values with the smallest steps in heat value between one plug and the next. The heat value of every K.L.G. plug is clearly indicated in its type symbol. Each type symbol includes a number, which is low if the heat value of the plug is low, and high if the heat value is high. Thus, the FE20 plug has a low heat value, the FE50 a medium heat value, and the FE80 a high heat value. These type numbers make it a safe and simple matter for your garage to select for you the K.L.G. plug that will be **EXACTLY THE RIGHT PLUG FOR YOUR ENGINE**. Price 5/- each.

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AVON
H-M

BECAUSE of the Le Mans accident, and the fact that there is a tendency for courts to award very heavy damages in the event of an accident, the American Automobile Association has decided to withdraw its sanction from motor racing at the end of the season. As the F.I.A.-recognized national body in America, the A.A.A.'s move could be a considerable blow to the sport in the U.S.A. Indianapolis is among the A.A.A.-sanctioned events.

The position in America is not so clearly defined as it is in this country



AMERICAN AFFAIRS

W.E.C.C. SNETTERTON

TESTING DIFFICULTIES

where, if the R.A.C. were to remove its sanction and issue no more permits, the sport would be in a very shaky position. Though the A.A.A. is the governing body of the sport there, only recently has it taken an active interest in events other than stock-car and midjet racing, board tracks and similar purely professional ramifications of the sport.

The Sports Car Club of America, however, which was formed by Briggs Cunningham after the war, has grown quickly and thrived on the very considerable interest in America in sports car racing. It is now a large and national body organized on a loose basis and complying, not necessarily exactly, with the F.I.A. regulations. It will not, however, tolerate any payments to competitors—expenses, starting money or anything else. The A.A.A., however, remains the only body qualified to issue international competition licences and permits for American events and, though the club tried to get the A.A.A.'s co-operation in the early days, they did not succeed.

In 1953 the A.A.A. decided to take a more active interest in sports car racing, and issued six permits for such events, to some extent clearing up the anomalous situation whereby, under the F.I.A. code, any driver competing in an unsanctioned event (an event run without the sanction of the national body) must lose his competition licence for such period as that body may decide. As a result of this move, the undoubted rift that existed between the two bodies was to a considerable extent lessened, and a degree of co-operation was achieved. Nascar, another power-

ful body in the States, has been considering entry into the sports car field for some time. Either Nascar or the S.C.C.A. could take over the A.A.A.'s position.

What the effect of the present move will be is hard to foresee, but it is inconceivable that the Indianapolis 500 should die out. An official of the Indianapolis board said that the A.A.A. is imagining bogymen that do not exist, and that it will be up to motor racing enthusiasts in the U.S.A. to organize another national body to replace the Association's contest board. There is the equipment and the manpower available, he said, for this to be done. In any case, it will probably mean that the position will be reviewed at F.I.A. level and the somewhat complicated state of American sport sorted out once and for all.

ONE DAY, I suppose, the Le Mans business will assume its correct perspective. That, so far, it has not is indicated by the fact that twelve ambulances stood ready for casualties in the Swedish Grand Prix, and no fewer than 200 beds were reserved in local hospitals to receive them. Preparedness for emergency is an excellent thing, but panic measures to cope with a sort of motor-racing Black Death is carrying things too far. There is something about giving a dog a bad name, which seems appropriate.

A ROUSING ENTRY has been received for tomorrow's international meeting run by the West Essex Car Club at Snetterton (near Thetford, on the Newmarket-Norwich road). The *formule libre* event will be enlivened, so far as noise is concerned, by two B.R.M.s driven by Peter Collins and Ron Flockhart. Four 250F Maseratis will be driven by Stirling Moss, Roy Salvadori, Horace Gould and O. Volonterio, of Switzerland. Four of the

new formula 1 Connaughts will be in the hands of Peter Walker, Leslie Marr, Jack Faismann and Mike Oliver who is making a return to racing in the works prototype car usually driven by Kenneth McAlpine. Reg. Parnell will drive the Equipe Endeavour Cooper-Jaguar and R. Cobden, of the Australian Kangaroo Stable, a 2-litre Maserati. The irrepressible Archie Scott-Brown, in the Lister-Bristol, will also be included in the field of 30 cars.

In addition to this event there will be races for formula 3 (the *Eastern Daily Press Trophy*), sports cars of up to 1,300 and up to 1,500 c.c. (run together), and up to 2,750 and over 2,750 c.c. (also run together). J.A.P.-engineered formula 3 cars will compete in an event of their own and the formula 1 event, in addition to those formula 1 cars already mentioned above, will include Harry Schell and Ken Wharton in Vanwalls and a fifth 250F Maserati, driven by Louis Rosier. There will also be a handicap event for saloon cars to round off the proceedings.

Racing starts at 11.30 a.m. with the main formula 3 event and the last race starts at 6.20 p.m.—a well filled day indeed.

WITH THE racing season half spent, Ivor Bueb and Jim Russell are neck-and-neck in the lead for the 500 c.c. championship, with 22 points apiece. In third place comes Stuart Lewis-Evans, well astern of the leaders, with eight points, and, fourth, George Wicken with five.

OFTEN, IN GIVING the causes for retirement of cars in race reports, one is forced to resort to the somewhat obscure "piston failure," or "broken piston"—not entirely fair to the piston manufacturers who, thereby, come in for more than their fair share of the blame. It is generally realized that piston trouble is often brought about



Peter Stubberfield keeps the single-seater Type 35 Bugatti well down the banking on a fast curve at Great Auclum (reported on page 238)

by something other than a fault in the piston itself—for example, lack of coolant, lack of lubrication, valve crash or weak mixture. With pistons, as with quite a number of components, trouble may often be caused by prior failure in some other direction.

These remarks are prompted by information disclosed on dismantling engines of cars whose retirements have been attributed to this cause.

SERGIO MANTOVANI, having lost a leg in an accident early this season, has now fully recovered and says he will race again. After successfully passing a series of tests, he drove a Maserati which had been adapted to suit and, by all reports, performed as well as ever.



J. G. Vessey's 1933 2.9-litre blown P3 Alfa Romeo en route to second place in the V.S.C.C. Silverstone Seaman Memorial Trophies race (reported on page 242)

ORGANIZED by the Kongelig Norsk Automobilklub, 68, Parkveien, Oslo, Norway, and counting towards the European Touring Championship, the Viking Rally will be held from September 9 to 12. After examination on September 9 the cars will start off from Karlstad, Oslo, Kristiansand, Bergen and Trondheim and will join up on the common route on September 10. The rally will finish at Oslo on September 11, when cars will be inspected, and on the following day at 10 a.m. final results will be announced. There will be a gala dinner party at which prizes will be distributed.

Entries close on August 16.

BUILDERS in this country of Grand Prix cars—or, for that matter, any other racing cars—are sadly handicapped when it comes to testing their products. This important stage in the development of a car can and does have considerable effect on its subsequent career and, in assessing whether or not British G.P. contenders are flops on their showing in races this year, it is well to consider this aspect. First of all, testing on the existing circuits depends upon whether the owner of the land happens to be feeding his pigs, mowing his hay, cutting his barley, corn or whatnot. Then there is the

fact that the day required for testing may be one of those upon which the local by-laws do not allow motor racing.

For the majority of constructors the circuits are so far removed from their factories that, after loading the car into a lorry and trundling it to the circuit, there is very little time left for testing before it has to be reloaded and trundled home again. If a spare is required that does not happen to be carried, it is a day's march to fetch one from the factory. If testing is to extend

over more than one day, camp has to be established at the circuit, hotel rooms booked, and so on—all of which cannot be lightly undertaken.

When one considers the testing facilities available to the factories at Stuttgart and Modena, it is not surprising that their products manage, in the main, to complete races which are, to all intents and purposes, the testing grounds of the British products. Somehow one feels that a less conservative attitude towards racing on the part of the S.M.M.T. would help matters.

COMING SHORTLY

- AUGUST 13.**—West Essex C.C. Race meeting, Snetterton, near Thetford, Norfolk, 11.30 a.m.
- 13.**—Nottingham S.C.C. Race meeting, Silverstone, Northamptonshire, 1 p.m.
- 13.**—B.A.R.C. Members' meeting, Aintree, near Liverpool, Lancashire, 2 p.m.
- 13.**—North London Enthusiasts' C.C. Hendon concours d'élegance, Hendon Park, London, N.W.4, 3 p.m.
- 14-15.**—Foscara Grand Prix and 12-hour race, Italy.
- 17-22.**—Liège-Rome-Liège Rally, Belgium.
- 20.**—B.A.R.C. Nine-hour sports car race, Goodwood, near Chichester, Sussex, 3 p.m.
- 21.**—Vintage S.C.C. Hill-climb, Prescott, near Cheltenham, Gloucestershire, 12.45 p.m.

The Sport

"THIS IN AN INVITATION to a weekend in Paris, two return air tickets, two nights' hotel and two seats at the Folies Bergère—all free! All you have to do is enter the London Rally, September 16-17—and win it!" Thus reads a postcard sent by the London M.C. to all prospective competitors. Who could refuse?

Then there was another sort of invitation to a meeting, which included, for those who have difficulty in writing, a card with squares to be ticked alongside various headings. These included, apart from the opportunities for more serious replies, "I'd like to be there, but you know how it is," "Really I should be attending that thing in the Midlands, but I'll come along if I can," and finally, "I wouldn't be seen dead at your perishing meeting."

FEW THINGS could be more cheering, on returning from a holiday, than to find on one's desk the first set of regulations to be issued for a Continental *grande épreuve* since Le Mans—the Italian Grand Prix and the seventh Coppa Inter-Europa (for touring category cars conforming to Appendix J of the International Sporting Code). Both will be run on the re-vamped Monza circuit on September 11. Cars in the Coppa Inter-Europa will be divided into the following classes: up to 1,300, 1,300-2,000 and 2,000-2,600 c.c.

Entries must reach the Permanent Office of the C.S.A.I. in Milan not later than 8 a.m. on September 3, and must be allowed and confirmed by their national automobile club; those for the Coppa Inter-Europa must also reach the C.S.A.I. at the same time. The address is: Commissione Sportiva Automobilistica Italiana, Ufficio Permanente di Milano, Corso Venezia, 43, Milan, Italy.

Spectator bookings can be made through the A.C. di Milano at the address given above.

CREDIT HAS been given to a cheap and apparently efficient method of flame-proofing clothing for saving Cal Niday's life when he crashed in the Indianapolis 500-mile race. Dr. C. B. Bohner, director of the Speedway's medical staff, says that, because Niday had proofed his overalls with a borax-boric acid solution, he escaped what would have been very serious injury when his car caught fire. He was, in fact, burned only where his clothes were torn or did not cover him—on the face, ankle, shoulder (where the overall was torn), and finger tips which were exposed by half-gloves.

The solution is made by dissolving 10oz of borax and 8oz of boric acid in a gallon of hot water, and overalls should be soaked in the solution each time they are washed. I cannot vouch for this, not having tried it, but if it works as well as is claimed, it might be useful for other purposes.

PETER GARNIER

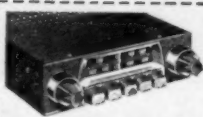
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*"I wouldn't
be without my
car radio..."*

says this motorist



in a traffic jam



The new De Luxe model

The new "H.M.V." De Luxe model is the most sensitive car radio you can buy. Notice the new tuning scale: it is clearer, and better lit. Push-button setting has been greatly simplified.



The new Standard model

The new Standard model is four times as sensitive as the previous Standard model. The new model has the same new, clear tuning scale that the De Luxe model has.

If you drive to work every day you'll know what a wearing business it can be. It's not the distance, it's the traffic—modern driving conditions would try the patience of a saint! That's why my "H.M.V." car radio is such a blessing. It provides just that element of safe relaxation that's needed—relaxation that prevents jangled nerves and frayed tempers in traffic jams, relaxation that makes driving safer.

That's why the car radio has come to be regarded as almost part of the car, these days. And the car radio that most car manufacturers fit and recommend as an optional extra in their cars is "H.M.V."

Isn't it time you thought seriously about a car radio for *your* car? Your local Radiomobile dealer will be proud to let you see and hear the fine new range of "H.M.V." car radios. Now, more than ever, "H.M.V." car radio is the perfect travelling companion.

"HIS MASTER'S VOICE" CAR RADIO *marketed by*

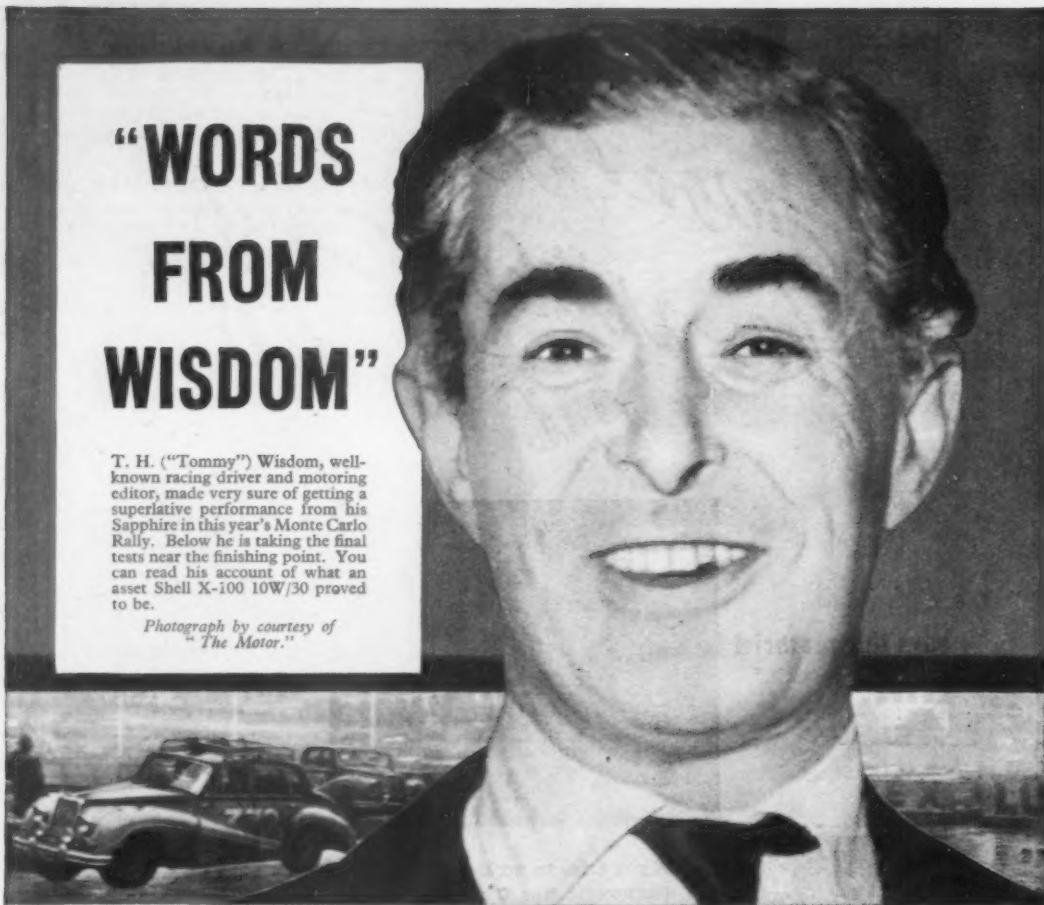
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"WORDS FROM WISDOM"

T. H. ("Tommy") Wisdom, well-known racing driver and motoring editor, made very sure of getting a superlative performance from his Sapphire in this year's Monte Carlo Rally. Below he is taking the final tests near the finishing point. You can read his account of what an asset Shell X-100 10W/30 proved to be.

*Photograph by courtesy of
"The Motor."*



In this year's Monte Carlo Rally, Mr. Wisdom, motoring editor of the "Daily Herald", "People", "Sporting Life", and "Ideal Home", and himself a very experienced motorist, drove an Armstrong Siddeley Sapphire choosing Lisbon as his starting point. There he showed foresight in filling up with Shell X-100 10W/30, the new Multigrade oil in the Shell X-100 range. From then on the difference in performance was remarkable, and in Mr. Wisdom's own words:

"Starting from cold was easier on *all* occasions and engine tick-over rose by 50 r.p.m. Petrol consumption under hard driving conditions improved to 18.3 m.p.g. as against 16.9, with the normal type Winter grade oil."

Oil consumption on the Rally was 1,800 miles to the gallon; and Mr. Wisdom goes on to say:

"My experience suggests that the driver who is covering high mileages under extremes of weather conditions, will save money, petrol and maintenance costs by switching to the new lubricant. The relative petrol saving is still greater where short stop-start runs are concerned. Certainly the heavy transport organisations have found a lighter lubricant cuts costs."

Shell worked for years to produce Shell X-100 10W/30, an oil which is thin when cold (making starting easier and reducing engine wear) and still retains its 'body' or viscosity at high temperature.



the multigrade oil

Shell X-100 motor oil is available in all the following grades:
S.A.E. 20/20W, 30, 40, 50, and now 10W/30 (multigrade).
Shell X-100 10W/30 is available only in sealed containers.

CLUB NEWS

Oxford University M.D.C.—At the annual general meeting, the following officers were elected: president, D. R. Goddard; secretary, W. W. B. Storer, Keble College, Oxford; treasurer, J. Wilkinson; veteran members secretary, P. Somerset-Fry; St. Catharine's Society, Oxford; competition secretary, J. Clay; committee members, Hon. J. P. Leigh and J. Milne.

All past members of the University are welcomed as veteran members. The subscription is 5s a year, and details are obtainable from P. Somerset-Fry.

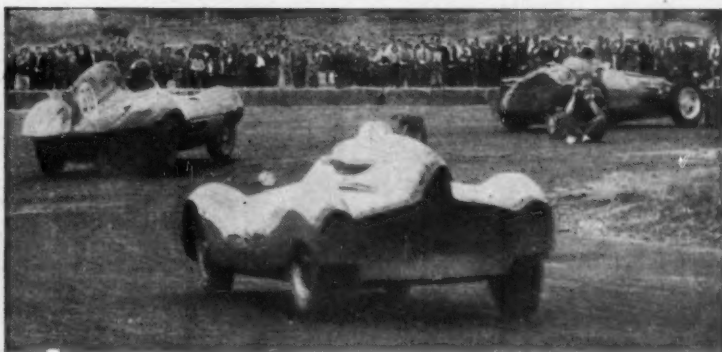
Dolomite Association. This recently formed club, which caters for owners of pre-war Triumph Gloria, Vitesse and Dolomite cars throughout the country, has spare parts officers in Yorkshire and Hertfordshire and a maintenance officer in Hampshire. Members can obtain technical data and social events will be arranged. The subscription is £1 1s for the first year (including badge) and 10s 6d a year thereafter. Full particulars are available from the secretary, Mrs. M. Blackburn, The Cottage, Syke Lane, Ogden, Halifax, Yorkshire.

R.A.F. Association M.C.—The Battle of Britain Rally will be held on September 10-11, and the awards will be presented at the Battle of Britain dance on September 16. The rally is open to all R.A.F. and R.A.F. Association members (membership 5s), and the entry fee for the event is £1 1s. Regulations can be obtained from the honorary secretary, R.A.F. Association M.C., Alton House, 17, Shrewsbury Road, Oxton, Birkenhead, Cheshire.

On August 17, the club is organizing a photo hunt, starting from the Smithy, Thornton Hough, Cheshire, at 7.30 p.m. The entry fee is 5s and the event is open to all-comers.

Special Builders C.C.—A meeting of London Area members will be held at 3.30 p.m. on August 14 in the car park opposite the Savoy Cinema, near Gants Hill Underground station, Ilford, Essex. Prospective members will be welcomed. Details of the club are available from D. R. MacGregor, 87, Broad Road, Braintree, Essex.

Taunton M.C.—To celebrate 50 years of motoring activities, the club held its first autocross at Walford Farm, Walford Cross, Somerset, on August 1. Two Edwardian cars took part in the parade which preceded the event. In the first car, a 1905 De Dion, was Mrs. D. Chalmers, who in 1905, as Miss Daisy Beach, was the first woman member of the club to win an award in competitive motoring, and the second car, a 1906 Riley, carried the Mayor and Mayoress of Taunton, Councillor and Mrs. W. S. Shepherd. The



Horace Gould, in the ex-Bira 250F Maserati, leads Marr's Connaught and Brabham's Cooper through Toft's Turn in an International Trophy Race at Charterhall (reported on page 240)

autocross, which was watched by nearly 4,000 spectators, started at 3 p.m., and the 50 competitors raced in pairs, each having two runs over the kidney-shaped course.

RESULTS

Fastest time of the day: A.C. Ace 1,991 (A. M. Park), 1min 52.4sec.

Glass awards: Open cars up to 1,500 c.c.: M.G. 1,466 (C. D. Hall), 1min 40.4sec. Over 1,500: 1. Morgan Plus Four 1,991 (J. T. Spare), 1min 35sec; 2. A.C. Ace 1,991 (R. F. Standbridge), 1min 35sec; 3. Triumph TR2 1,991 (C. N. Seward), 1min 37sec. Closed cars up to 1,500 c.c.: 1. Renault 750 (J. H. Jones), 1min 38.4sec; 2. Ford Anglia 1,172 (J. Moffat), 1min 44sec; 3. Ford 1,172 (G. W. Best), 1min 45sec. Over 1,500: 1. Sunbeam 2,267 (R. Davies), 1min 40.4sec; 2. Sunbeam-Talbot 2,267 (W. A. Walters), 1min 45sec. Special: 1. Buckler Spl 1,100 (P. Hubner), 1min 36.2sec; 2. Ford Spl 1,172 (D. W. Bruce), 1min 37sec; 3. Ford Spl 1,172 (P. Oliver), 1min 38sec. **Fastest time by lady driver:** A.C. Ace 1,991 (Mrs. L. Park), 1min 58sec.

Sunbac.—The seventh annual race meeting at Silverstone, Northamptonshire, will take place on Saturday, September 3. The programme will consist of five 6-lap scratch races for sports cars (up to 1,500 c.c. unsupercharged or 1,200 c.c. supercharged, over 1,500 c.c. unsupercharged or 1,200 c.c. supercharged, M.G.s up to Stage II tuning, 750 formula and 1,172 formula), a 6-lap handicap race for sports cars, a 10-lap scratch race for formula 3 cars, a 10-lap scratch race for J.A.P.-engined formula 3 cars, a 10-lap handicap race for Vintage and post-Vintage thoroughbred cars, and two half-hour high speed trials—the first for motor cycles and the second for open or closed cars. The 1.61-mile club circuit will be used. The course will be available for practising on race days between 9 a.m. and 11 a.m., and racing will start at 12 noon. The meeting is open to members of the B.R.S.C.C., Seven-Fifty M.C., M.G. C.C., Bugatti O.C., Aston Martin O.C., Vintage S.C.C. and the Midland M.E.C. driving cars, and to members of the promoting club driving cars or motor cycles. Entries, which close on August 20, should be sent to the secretary of the meeting, J. D. Woodhouse, 106, Jockey Road, Sutton Coldfield, Warwickshire.

Burham-on-Sea M.C.—Two events were held at the end of July—the third annual Traders' Cup Rally on Sunday, July 24, and a driving test meeting at Smeatharpe aerodrome on Tuesday, July 26. The results are as follows:

Rally

Traders' Cup (best performance): Triumph TR2 (M. Ross Davies), 10 marks lost.

Class winners: Standard Ten (P. J. Stephen), 40; Austin A40 (E. J. Wensley), 10; Dellow (J. M. Bowles), 10; Triumph Renown (P. F. Bennett), 40; Morgan Plus Four (T. D. Warren), 35; Simca (Mrs. D. B. Gaze), 40.

Novice award: Ford Prefect (K. F. Buck), 15.

Driving Tests

Class winners: Ford (E. J. Wensley), 107.5 marks lost; Austin A30 (B. W. J. Lovell), 98.5; M.G. TC (M. Britton), 99.6; Standard Ten (H. J. C. Liddon), 108.6; Triumph TR2 (R. T. Williams), 96.5. **Runner-up in Class E:** Triumph TR2 (T. D. Warren), 96.1.

Surrey Sporting M.C.—The third annual motor gymkhana will be held at the Horley Football Club's ground in Smallfield Road, Horley, Surrey, on Sunday, August 14, starting at 2.30 p.m. Entries (fee 2s 6d) will be accepted from any drivers, whether club members or not.

Bentley D.C.—Regulations for the Fire hill-climb on Sunday, September 4, are now available. The event will take place at Bo-Peep Hill on the Fire Estate near Eastbourne, Sussex, and the timed section of the hill will be about 600 yards in length with an average gradient of 1 in 7.75. Competitors may have three practice runs, and, in the competition itself, they will have two timed runs, the faster run to count in the results. There are four classes for Bentleys, open only to members of the B.D.C.; the other six classes for any make of car are open to members of the Aston Martin O.C., Brighton and Hove M.C., Bugatti O.C., Lagonda Club, 20 Ghost Club, Herts County A. and A.C., and the promoting club. The entry fee is £1 10s, and entries should be sent by August 22 to the secretary of the meeting, C. H. D. Berthon, Madges, Long Crendon, Aylesbury, Buckinghamshire.

Fiat Register.—The Midland Rally on July 31, which was run jointly by the Humber and Fiat Registers, resulted in a win for R. Curtis driving a 12-25 Humber. A. J. Gibson (12-25 Humber) took second place, and G. Liston Young (8 h.p. Fiat) was third.

Forces M.C.—A very successful driving test meeting was run by the South-western Centre on Sunday, July 24. Four tests were set out on the driving instruction square at the Army Mechanical Transport School, Louisburg Barracks, Bordon, Hampshire, and the meeting attracted an entry of 26 competitors. Driving an Austin-Healey 100S, M. H. Morris-Goodall gave a demonstration of Test No. 4 (the Monte Carlo wiggle-wobble) and recorded a time of 38sec, which was 4.2sec faster than any competitor.

RESULTS

Shell-Mex and B.P. Trophy (best performance): Morris Eight (R. B. Owens), 365.6 marks gained (also special award for loss of no penalty marks).

First-class awards: H.R.G. (O. H. Roberts), 354.5; Austin A40 (D. G. Miles), 350.6. **Second-class awards:** Rover Fourteen (A. V. Matthison), 349.2; Wolseley (P. Sinkins), 344.2.



Eric Giles, president of the Bugatti Owners' Club, and Mrs. Giles congratulate Tony Marsh on his course record at Great Auclum. Eric Giles, was acting in the capacity of R.A.C. steward; a younger official (left) gate-crashes the picture

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At the recent annual luncheon of the Council of the Society of Motor Manufacturers and Traders, Mr. A. B. Waring (left), retiring president, was presented with a silver "Treasury inkstand" by his successor, Dr. F. Llewellyn-Smith

IN BRIEF

B. and G. Motors have moved to larger showrooms at 194-98, Arlington Road, Camden Town, London, N.W.1.

Lord Brabazon of Tara on July 26 opened new motor vehicle workshops of the National Benzole Co., Ltd., at Seaforth, Leeds.

Plow Products, Ltd., 94a, Upton Road, Slough, Buckinghamshire, have taken over distribution of Adup underbody coating throughout the United Kingdom and overseas.

A South African correspondent states that Jowett Javelin spares are obtainable in the Union from Triumph Garage, Ltd., Lower Main Road, Observatory, Cape, and Dudfield Bretherton, of Durban.

Mr. Joseph Donald Nuttall, A.C.A., has been appointed a director of the Triplex Safety Glass Co., Ltd. He joined the company in 1946 from the Ministry of Aircraft Production, and was appointed company secretary in January, 1948. Since 1952, he has been a director of Quickfit and Quartz, Ltd., manufacturers of interchangeable laboratory glassware, a subsidiary of the Triplex group.

Recently opened at the Sheffield premises of Kennings, Ltd., a new car washing plant provides an economical and speedy car valet service. For average size cars the charge for a complete wash outside and underneath, and vacuum cleaning of the interior, is 6s 6d. The three stages of washing—lathering, rinsing and drying—are entirely automatic, using rotating nylon brushes on the sides and roof and high-pressure jets of water on the chassis. Cars travel through the plant on an electric conveyor belt, the process occupying 20 minutes for each car.

British Railways and Victor Britain Rent-a-Car system have devised a plan to provide new self-drive cars to meet passengers travelling by express train to London (Euston and St. Pancras), Liverpool and Glasgow; it is intended to extend the scheme to other important centres. Rates will not exceed normal hire-car charges.

New appointments of Sheepbridge Engineering, Ltd., of Chesterfield, include: Mr. A. G. Elliott, works engineer, Chesterfield works; Mr. A. Wells, production controller, Sheepbridge Equipment, Ltd.; Mr. G. A. Meikle, apprentice training officer; Mr. E. Dennis, sales manager, Automotive Engineering Ltd., Twickenham, and Light Production, Ltd., Slough; and Mr. E. A. Macdonell, sales manager, Clews Petersen, Ltd., West Hampstead.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17157. 1948 1½-litre Riley.
"F.T.C."—Performance details, fuel consumption and any other available information.

No. 17158. Back Numbers Required.
"A.W.B.P."—Any old issues of *The Autocar*.

No. 17159. Spare Parts List.
"V.C.W."—Model GS.2 Austin A.40 Devon saloon.

No. 17160. 1936 27 h.p. Humber Super Snipe.
"A.S.H."—Hints on maintenance and a handbook.

No. 17161. 1950 750 c.c. Renault.
"A.G.C."—General experiences and performance data.

No. 17162. 1950-51 Wolseley Six-Eighty.
"M.H.P."—All possible information and a handbook.

No. 17163. 1930 20.9 h.p. Sunbeam.
"T.C."—Maintenance details, all possible information and a handbook.

No. 17164. Wiring Diagram.
"C.N.G.R."—Details of single-pole wiring system on 1927 Grand Prix Salomon.

No. 17165. Handbooks Required.
"H.K."—1938 Morris Twelve-Four.
"R.P.C."—1935 Standard Nine.
"W.H.F."—1936 Morris Sixteen.

*Charles Rickards Ltd***NEW****WOLSELEY 4/44****Saloon**

Finished in Green with Green upholstery, fitted windscreen washers, fog lamp, at list Price including Purchase Tax

£850. 8. 5**'PHONE : PADDINGTON 3440****56 BAYSWATER ROAD, W.2***One mile West of Marble Arch*

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(No. 13 of a series)

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- 1955 Sapphire Mark II, automatic gearbox, black and silver grey with red interior, H.M.V. radio, price £1,675.
- 1955 Sapphire Mark II, automatic gearbox, black with beige interior, twin carbs., price £1,675.
- 1955 Sapphire Mark II, preselector, duo-grey with red interior, price £1,490.
- 1955 Sapphire Mark II, preselector, black and fawn with beige interior, price £1,490.
- 1954 Sapphire Mark I, preselector, duo-green with green interior, twin carbs., price £1,250.

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(Officially Appointed Retailers for the Armstrong Siddeley Motor Co.)

NEW CAR PRICES

	British List Price £ s d	British Total Price £ s d
A.C.		
2-litre 2-door ...	1,027 12 2	1,456 18 1
Four-door ...	1,107 19 4	1,570 14 11
Ace sports 2-seater ...	1,015 0 0	1,439 0 10
Aceca coupé ...	1,215 0 0	1,722 7 6
ALFA ROMEO		
Giulietta Sprint coupé 1900 ...	1,595 0 0	2,260 14 2
1900 Super Sprint ...	1,850 0 0	2,621 19 2
1900 Super Sprint ...	2,500 0 0	3,542 15 10
ALLARD		
Palm Beach 4-cyl. 3-seater ...	720 0 0	1,021 2 6
6-cyl. 3-seater ...	750 0 0	1,061 12 6
2½-litre saloon ...	1,250 0 0	1,771 19 2
K3 3-seater ...	1,100 0 0	1,539 9 2
Monte Carlo ...	1,375 0 0	1,949 0 10
Safari estate car ...	1,375 0 0	1,949 0 10
ALVIS		
3-litre ...	1,285 0 0	1,821 10 10
Coupé ...	1,360 0 0	1,927 15 10
ARMSTRONG SIDDELEY		
Sapphire (synchromesh box) ...	1,215 0 0	1,722 7 6
Sapphire (preselector) ...	1,285 0 0	1,821 10 10
Sapphire (automatic) ...	1,404 0 0	1,990 2 6
Sapphire limousine ...	1,910 0 0	2,706 19 2
ASTON MARTIN		
DB2-4 ...	1,925 0 0	2,728 4 2
Drop-head coupé ...	2,025 0 0	2,869 17 6
DB35 competition ...	2,600 0 0	3,684 9 2
AUSTIN		
A.30 Seven 2-door ...	335 0 0	475 14 2
Four-door ...	355 0 0	504 0 10
Countryman ...	395 0 0	560 14 2
A.40 Cambridge 2-door ...	458 0 0	649 19 2
Four-door ...	468 0 0	664 2 6
A.50 four-door ...	478 0 0	678 5 10
A.90 Westminster ...	558 0 0	791 12 6
A.135 Princess ...	1,665 0 0	2,359 17 6
Limousine ...	1,715 0 0	2,430 14 2
Limousine, L.V.B. ...	2,000 0 0	2,834 9 2
Saloon, L.V.B. ...	2,000 0 0	2,834 9 2
BENTLEY		
Chassis ...	2,465 0 0	2,979 2 1
Series S saloon ...	3,295 0 0	4,669 0 10
Hooper saloon ...	4,715 0 0	6,680 14 2
Mulliner saloon ...	4,860 0 0	6,886 2 6
Continental chassis ...	2,510 0 0	3,033 9 7
Mulliner saloon ...	4,960 0 0	7,027 15 10
Park Ward saloon ...	4,670 0 0	6,616 19 2
Park Ward coupé ...	4,670 0 0	6,616 19 2
B.M.W.		
Type 501 ...	1,400 0 0	1,984 9 2
Type 502 ...	2,100 0 0	2,976 2 6
F.H. coupé ...	2,750 0 0	3,896 19 2
BORGWARD		
1500 Isabella ...	798 0 11	1,131 13 10
2400 sports saloon ...	1,287 16 9	1,825 11 3
Saloon (Hansamatic) ...	1,380 1 8	1,956 4 10
2,400 Pullman ...	1,409 2 1	1,997 7 2
Pullman (Hansamatic) ...	1,501 7 0	2,123 0 9
BRISTOL		
Type 403 ...	2,100 0 0	2,976 2 6
Type 404 ...	2,350 0 0	3,330 5 10
Type 405 ...	2,390 0 0	3,386 19 2
Type 405 D.H. coupé ...	2,450 0 0	3,471 19 2
BUICK		
Century 4-door ...	1,975 0 0	2,799 2 2
Super 4-door ...	2,025 0 0	2,869 18 10
CADILLAC		
Special 4-door ...	3,000 0 0	4,251 4 6
CHEVROLET		
Bel Air 4-door ...	1,275 0 0	1,807 7 6
Session wagon ...	1,465 0 0	2,076 10 10
CHRYSLER		
Windor ...	—	—
New Yorker ...	—	—
CITROEN		
2 c.v. ...	398 0 0	564 19 2
Light 15 ...	685 0 0	971 10 10
Big 15 ...	740 0 0	1,049 9 2
Six ...	1,040 0 0	1,491 9 2
DAIMLER		
Conquest ...	1,066 0 0	1,511 5 10
Coupé ...	1,225 0 0	1,736 10 10
Roadster ...	1,180 0 0	1,672 15 10
Hardtop roadster ...	1,235 0 0	1,750 14 2
Century ...	1,172 0 0	1,661 9 2
3½-litre Regency ...	1,640 0 0	2,324 9 2
Sportsman's saloon ...	1,870 0 0	2,650 5 10
4½-litre Regency ...	1,960 0 0	2,777 15 10
Sportsman's saloon ...	2,190 0 0	3,103 12 6
Regina Hooper limousine ...	4,385 0 0	6,213 4 2
DELLOW		
Mark IIB Two seater ...	448 0 0	635 15 10
Mark IIC ...	477 0 0	676 17 6
Mark V Lightweight 2-seater ...	542 0 0	768 19 0
D.K.W.		
Sonderklasse ...	597 0 0	846 17 6
Coupé ...	632 0 0	896 9 2
Cabriolet 2-seater ...	925 0 0	1,311 10 10
Cabriolet 4-seater ...	785 0 0	1,113 4 2
Station wagon ...	688 0 0	975 15 10

(Continued on next page)

BEART'S
OF KINGSTON

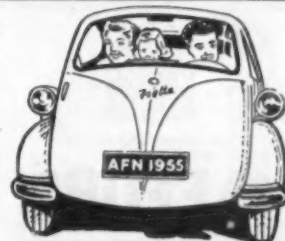
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FAIRTHORPE			MORRIS		
Atom Mark I	259 17 0	369 4 11	Minor tourer...	373 0 0	529 10 10
Mark 2	274 17 0	390 9 11	Two-door	373 0 0	529 10 10
Mark 3	315 14 0	448 7 4	Four-door	395 0 0	560 14 2
FIAT			Minor Traveller	422 10 0	599 13 4
600	412 10 0	585 10 0	Cowley	495 0 0	702 7 6
Seaton wagon	478 10 0	679 0 0	Oxford	525 0 0	744 17 6
1100	563 10 0	799 8 2	Oxford Traveller	580 0 0	822 15 10
1100TV	750 0 0	1,063 12 6	Isis	565 0 0	801 10 10
1400A	774 0 0	1,097 12 6	Isis Traveller	675 0 0	957 7 6
1900A	980 0 0	1,389 9 2	NASH		
Full-light saloon	1,385 0 0	1,963 4 2	Rambler	1,450 0 0	2,054 13 7
FORD (Britain)			Stratton wagon	1,490 0 0	2,111 14 2
Popular	275 0 0	390 14 2	OLDSMOBILE		
Anglia	360 0 0	511 2 6	Series 88 Super	1,640 0 0	2,324 9 2
Prefect	395 0 0	560 14 2	Series 98 de luxe	1,985 0 0	2,813 4 2
Consul	470 0 0	666 19 2	Starfire coupé	2,080 0 0	2,947 15 10
Convertible	577 0 0	808 12 6	PACKARD		
Zephyr Six	532 0 0	754 15 10	Clipper	1,640 0 0	2,324 9 2
Convertible	670 0 0	960 4 4	Patrician	2,266 0 0	3,211 5 10
Zodiac	600 0 0	851 2 6	PANHARD		
FORD (Canada)			Junior sports...	771 6 0	1,100 0 0
Customline	1,249 0 0	1,770 10 10	Dyna de luxe saloon...	701 0 0	995 0 0
Country Sedan	1,438 0 0	2,038 5 10	PARAMOUNT		
FORD (U.S.A.)			Ten tourer	625 0 0	886 10 0
Thunderbird	1,639 0 0	2,323 0 10	1½-litre coupé	675 0 0	957 3 4
FRAZER NASH			PEUGEOT		
Mark II 2-seater	2,250 0 0	3,188 12 6	Type 203	633 15 11	899 0 0
Targa Florio Gran			Type 403	796 2 11	1,126 0 0
Sport	2,250 0 0	3,188 12 6	Seaton wagon	732 12 4	1,039 0 0
Le Mans coupé	2,250 0 0	3,188 12 6	PONTIAC		
Sebring 2-seater	2,500 0 0	3,542 15 10	Four-door	—	2,050 0 0
Fast Roadster	1,650 0 0	2,338 12 6	Convertible	—	3,200 0 0
HEALEY			PORSCHE		
Austin-Healey 100			Type 356 coupé	1,260 0 0	1,786 2 6
2-seater	750 0 0	1,063 12 6	Cabriolet	1,380 0 0	1,956 2 6
100S	1,125 0 0	Export only	Super coupé	1,380 0 0	1,956 2 6
HILLMAN			Super cabriolet	1,500 0 0	2,216 2 6
Minx Special	458 0 0	649 19 2	Type 550 Spyder	2,715 0 0	3,847 7 6
Estate Car	540 0 0	766 2 6	RENAULT		
Minx de luxe	480 0 0	681 2 6	750 fixed-head	422 10 0	599 13 4
Convertible	520 0 0	737 15 10	Convertible	550 0 0	780 5 10
Californian	520 0 0	737 15 10	R1063	790 0 0	1,148 12 6
Husky	398 0 0	564 19 2	2-litre Frégate	829 0 0	1,175 10 10
H.R.G.			RILEY		
1½-litre 2-seater	895 0 0	1,269 0 10	1½-litre	800 0 0	1,134 9 2
HUDSON			2½-litre Pathfinder	875 0 0	1,240 14 2
Rambler	1,400 0 0	1,984 9 2	ROLLS-ROYCE		
Wasp	1,825 0 0	2,586 10 10	Silver Cloud chassis	2,555 0 0	3,087 17 1
Hornet	1,960 0 0	2,777 15 10	Saloon...	3,385 0 0	4,796 10 1
HUMBER			Hooper saloon	4,805 0 0	6,808 4 2
Hawk Mark VI	695 0 0	985 14 2	Mulliner saloon	4,950 0 0	7,013 12 6
Touring Limousine	775 0 0	1,099 0 10	Silver Wraith chassis	2,445 0 0	3,464 17 6
Super Snipe Mark IV	985 0 0	1,396 10 10	Park Ward saloon	4,695 0 0	6,652 7 6
Touring limousine	1,065 0 0	1,509 17 6	Mulliner limousine	4,895 0 0	6,935 14 2
JAGUAR			Hooper limousine...	4,895 0 0	6,864 17 6
Mark VII	1,140 0 0	1,616 2 6	Freestone and Webb		
XK 140 2-seater	1,127 10 0	1,598 8 4	limousine	4,940 0 0	6,999 9 2
D.H. coupé	1,160 0 0	1,644 9 2	James Young saloon	4,970 0 0	7,041 19 2
F.H. coupé	1,140 0 0	1,616 2 6	ROVER		
D-type 2-seater	2,585 0 0	3,663 4 2	60	820 0 0	1,162 15 10
JENSEN			75	895 0 0	1,269 0 10
Interceptor	1,700 0 0	2,409 9 2	90	915 0 0	1,297 7 6
Model 541	1,285 0 0	1,821 10 5	SIMCA		
KAISER			Aronde	599 0 0	849 14 2
Special 4-door	—	2,250 0 0	SINGER		
Manhattan 4-door	—	2,460 0 0	S.M. roadster	510 0 0	723 12 6
KIEFT			Hunter	687 10 0	975 1 8
Sports 2-seater	1,100 0 0	1,559 9 2	SKODA		
LAGONDA			1200	630 0 0	893 12 6
Two-door	2,260 0 0	3,202 15 10	Seaton wagon	700 0 0	992 15 10
Four-door	2,400 0 0	3,401 2 6	STANDARD		
D.H. coupé	2,400 0 0	3,401 2 6	Eight family saloon	359 0 0	509 14 2
LANCHESTER			Ten	409 0 0	590 10 10
760	760 0 0	1,077 15 10	Estate car	460 0 0	625 15 10
LANCIA			Vanguard	555 0 0	787 7 6
Appia	1,250 0 0	1,771 19 2	Estate car...	633 0 0	897 17 6
Aurelia, Series II	1,500 0 0	2,196 19 2	STUDEBAKER		
Gran Turismo Coupé	2,115 0 0	2,957 7 6	Champion	1,209 0 0	1,714 0 6
Gran Turismo Spyder	2,115 0 0	2,997 7 6	Commander	1,277 0 0	1,810 7 2
LEA-FRANCIS			President	1,484 0 0	2,104 0 6
Fourteen	1,130 0 0	1,601 19 2	SUNBEAM		
Estate car	1,130 0 0	1,601 19 2	Mark III	795 0 0	1,127 7 6
Eighteen	1,380 0 0	1,956 2 6	Convertible	845 0 0	1,198 4 2
2½-litre Sports	1,240 0 0	1,757 15 10	Alpine 2-seater (with overdrive)	855 0 0	1,212 7 6
LINCOLN			SWALLOW		
Capri Fordor	2,073 0 0	2,937 17 6	DORETTI		
MERCEDES-BENZ			Mark I 2-seater	777 0 0	1,101 17 6
180	1,195 0 0	1,694 0 10	TRIUMPH		
180D (diesel)	1,260 0 0	1,786 2 6	TR2 2-seater	625 0 0	886 10 10
190SL	1,500 0 0	2,692 15 10	TR2 Hard top	670 0 0	950 5 10
220a	1,498 0 0	2,123 5 10	Renown	776 0 0	1,099 0 10
300b	2,329 0 0	3,300 10 10	VAUXHALL		
300S	3,902 0 0	5,528 19 2	Vyvern	495 0 0	702 7 6
300SL	3,100 0 0	4,392 15 10	Velox	535 0 0	759 0 10
MERCURY			Cressida	595 0 0	844 0 10
Montclair	1,624 0 0	2,301 15 10	VOLKSWAGEN		
M.G.			Saloon	422 10 0	599 13 4
TP Midget 2-seater	550 0 0	780 5 10	De Luxe	486 0 0	689 12 6
Magnette	645 0 0	914 17 6	WILLIS		
MORGAN			Custom	1,196 0 0	1,695 9 2
Two-seater (TR2)	595 0 0	844 0 10	Bermuda	1,769 0 0	1,793 17 6
Two-seater (Vanguard)	550 0 0	787 7 6	WOLSELEY		
Four-seater	580 0 0	822 15 10	Four-Fortyfour	595 0 0	844 0 10
Coupé, 2-seater	610 0 0	865 5 10	Six-Ninety	750 0 0	1,063 12 6
Coupé, 4-seater	620 0 0	879 9 2			

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1948 ALLARD 4-seater tourer, blue, immaculate	£295	1947 JAGUAR 3½ litre sports saloon, 2 from	£295
1946 AUSTIN 10 h.p. 4 door de luxe saloon, black	£275	1947 JAGUAR 2½ litre sports saloon, grey	£375
1949 CITROEN Light 15 saloons, choice of 3, from	£395	1953 JOWETT Juniper convertible, bronze	£555
1946 CITROEN Light 15 saloons, choice of 3, from	£315	1949 LEA-FRANCIS, 1767 c.c. sports roadster, blue	£395
1948 DELAHAYE 135 M sports saloon, black and grey	£525	1953 (regd.) LEONARD M.G. 1,500 c.c. sports racing car	£655
1949 regd. FORD V.8 de luxe sedan, black	£375	1955 LOTUS Mk. VIII aerodynamic sports, 1,098 c.c. unit	£865
1947 FORD V.8 Mercury saloon	£145	1951 MORGAN Plus 4 sports roadster, 2 seater	£425
1949 regd. FRAZER NASH-B.M.W. 2 litre 328, 2-seater	£395	1951 MORGAN 4/4 sports 4 seater tourer, red	£395
1947 HEALEY Elliott D.H coupe, blue	£615	1952 RILEY 2½ litre saloon, one owner, grey, immaculate	£595
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1954 JAGUAR Mk. VII, 12,000 miles, overdrive, pastel blue	£1,125	1949 RILEY 2½ litre saloon, maroon and buff	£445
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1949 M.G. T.C. 1,250 c.c. 2 seater, red	£395	1938 M.G. T.A. 10 h.p. Tickford coupes, 1 green, 1 black, from	£245
1948 M.G. T.C. 1,250 c.c. 2 seater, 2 black, from	£345	1937/8 M.G. T.A. 10 h.p. 2-seaters, 1 green, 2 red, from	£245
1946/7 M.G. T.C. 1,250 c.c. 2 seater, 1 black, 1 red, from	£345	1936 M.G. P.B. 9 h.p. 2-4 seater, 2 from	£195
1939 M.G. V.A. 1½ litre tourer, black	£275	1934/5 M.G. P.A. 8 h.p. 2-4 seater, 3 from	£145
1938 M.G. V.A. 1½ litre drop head coupe, black	£225	1933 M.G. J2 8 h.p. 2-seater, 4 from	£95

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1934 DELAGE D8 d/h coupe, black/grey, specimen	£195	1935 RILEY 1½ litre saloon, black	£215
1934 DELAGE D8 sports saloon, specimen	£185	1935 RILEY 1½ litre T.T. Sprite, ex team car	£395
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STANDARDS

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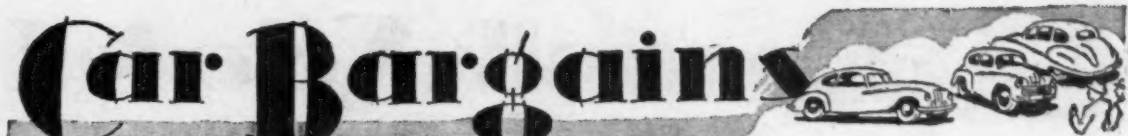
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1954 New Anglia sal., black/red, nominal mgt., htr.	£550
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SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. (Tel. Southbourne 4334). Tel. Thornton Heath 4657. (C4024)

£50—Attractive A.C. 1935 (Oct.) drop head, conrod through side.—Tel. Northampton 3101.

A.C. Ace, July 1954, 18,000 miles, green, factory maintained, current specification; £325.—Barker, 17 Prentiss Rd., S.W.16. Streatham 1414. (C5002)

1952 2-litre sports tourer 5-seater, radio, heater, beautiful condition, private sale; £595.—Pad. 19275

1955 (May) Access, 6,000 miles, brand new condition, heater, Mich. X, new, cost £1,775; offered at £1,715, o.n.o.—Tel. Central 9201 (office hours). (C4263)

£135—1934 A.C. 16 drop head coupe, engineer owned, an ideal car for the enthusiast.—Norman Autos, 344-354, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. (C4069)

A.C.E. 1955; works mileage, registered only weeks. A change of plans, genuine reason for resale. Full particulars at R.C.C. Distributors, adjacent Central Station, Worthing 7773-4; terms, exchanges. (C519)

395ns—A.C. 1951 model 2-litre Buckland Continental saloon, i.h. drive, concealed hood, excellent condition; terms, exchanges; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

A.C. Cars Wanted

ALMOST new A.C. required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube). N.W.3 Ham. 6041. (W4018/R)

WANTED, A.C. saloon 1949 to 1953; price and particulars, please.—G. F. Jones, Melton Rd., Syston, Leics. (C4048)

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J. H. BARTLETT—Alfa-Romeo 2.5 short chassis Superleggera, 2-seater streamlined coupe, recorded mileage 36,000 kilometres, one private owner. Alfa-Romeo, February 1949, 2.5 3-carburettor sports chassis, superb Farina drop head coupe, finished in grey with red leather upholstery, radio, heater, bodywork unmarked. £875; Alfa-Romeo 1750 supercharged original Zagato 2-seater, super specimen, £450; also 1½-litre supercharged 2-seater, probably best example available to-day, £395; exchanges and deferred terms.—27, Pembroke Villas, W.11. Bay. 0523. (C1013)

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2648-9. (0124/R)

ALFALD

RICHARDS & CARR, Ltd., are always best value.

1950 PI saloon, heater, black, very smart, engine just overhauled; £415.

1949 drop head fourseater, several extras, good tyres, really good example; £295.

35 Kinnerton St., London, S.W.1. Tel. Sloane 5424. (C2045)

1950 Allard saloon, fawn, one owner since new; £425.

J. BROWN, Ltd., 339, Finchley Rd., N.W.5. W. Hampstead 2284. (C1025)

SALES & WANTS

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See page 85

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IMMACULATE 1949 L-type 4-seater tourer, recent respray and new vinyl leather hood; £550.

SEVERAL PI saloons, from £420/£465.

ALLARDS MOTORS, Ltd., Allard main distributors, 43, Acre Lane, Brixton, London, S.W.2 Brixton 6431. (0912/R)

1951 model Allard PI saloon, de luxe radio, heater, every other extra, amazing performance; £565.—A. Owen (Hendon), Ltd. Tel. Col. 3185. (9558)

G&M ALFRED'S (1936), Ltd.—Allard registered above average; £435.—G. F. Jones, Melton Rd., Syston, Leics. (C4048)

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£485—1951-2 Allard sports saloon, this vehicle is magnificent, recently fitted replacement engine, whole vehicle beautifully maintained and undoubtedly specimen condition.

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ALLARD P.I. saloon, 1951, 27,000 miles, one owner, excellent condition, many extras, overseas modifications; offers can be viewed London.—Armstrong, 9, Ascot Rd., Birmingham, 15. (9273)

£498—Allard 1951 sports saloon, really excellent condition throughout, choice tourer; many other cars.—Bennett's, 1, Clarendon Rd., Holland Park, London, W.11. Park 5068-7 (50 yards Holland Park Tube). Exchanges, h.p. (C1017)

ALLARD Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube). N.W.3 Ham. 6041. (W4018/R)

R. 35, Kinnerton St., S.W.1. Sloane 5424.

XXX Excellent cash prices for good Allard cars.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

ALVIS

GATEHOUSE offer:—

1951 (May) Alvis 3-litre saloon, two owners, immaculate condition throughout, heater, radio; £775.

1950 Alvis 14/75, green, one owner, absolutely first-class condition, heater, 15,000 miles only; £650.

1938 Alvis 12/70, black in good condition throughout; £225.

1936 Alvis Firebird, 14hp, in excellent condition; £195.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (C2021)

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1951 Alvis 3-litre saloon, outstanding condition, £775.—Metropolitan Motors, Highgate Village, Lane, Acton, W.5. Acton 5064. (C3060)

B. J. HUNTER, Ltd., offer:—

1948 Alvis 14 drop head fourseater coupe, maker's body, attractive; £475.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

BROOKLANDS, Alvis London distributors.

1955 models available; demonstration.

1954 Alvis T.C. 21/100 saloon.

1953 Alvis 3-litre saloon, radio.

1952 Alvis 3-litre d.h. coupe, twin carbs., etc.

GUARANTEE, cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8351. (C1029)

VINCENTS OF READING, Ltd., offer:—

ALVIS 14hp estate car, maroon with natural wood stain and varnished body, first registered June 30, 1947; one owner; price £475.—Station Sq., Reading, Tel. 54204. (9528)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS
1952 Alvis 5-litre saloon, black/beige, one owner; £525. [C1079]
DUNHAM & HAINES, 46, Castle St., Luton, 2100-1.
1952 (1951 registered) Alvis 5-litre drop head coupe, £590. [C2090]
JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester, Tel. 25123.
1955 series (reg. Oct. '54) T.C. 21/100 saloon, all extras, 6,250 miles, as new. [C2025]
FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 18, Rus. 2674-5.
1949 Alvis 14 sports saloon, black with red leather, fitted heater, one owner, superior condition; £525.
1949 Alvis fourseats coupe, radio, black, red leather; £535.
1948 Alvis 14 sports saloon, finished in black, fitted heater; £460.
ERIC HAYES, Ltd., 15, Bishop's Bridge Rd., Paddington, W.2. Ambassador 8696.
£525—1948 Alvis 14 saloon, excellent condition; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. [C1010]
525—Alvis 14 1950 saloon, grey, sliding head, grey leather, heater, carefully used; terms, exchanges.—Rowland Smith, below.
425—Alvis 14, October, 1948, d.h. coupe, leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.
275—Alvis 12/70 1940 d.h. coupe, grey, grey leather, Ace discs, excellent condition; terms, exchanges; but open 9—week-days and Saturdays, Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]
1935 Alvis Speed 20 drop head, good condition, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 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2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 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3588, 3589, 3590, 3591, 3592, 3593, 3594, 3595, 3596, 3597, 3598, 3599, 3600, 3601, 3602, 3603, 3604, 3605, 3606, 3607, 3608, 3609, 3610, 3611, 3612, 3613, 3614, 3615, 3616, 3617, 3618, 3619, 3620, 3621, 3622, 3623, 3624, 3625, 3626, 3627, 3628, 3629, 3630, 3631, 3632, 3633, 3634, 3635, 3636, 3637, 3638, 3639, 3640, 3641, 3642, 3643, 3644, 3645, 3646, 3647, 3648, 3649, 3650, 3651, 3652, 3653, 3654, 3655, 3656, 3657, 3658, 3659, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667, 3668, 3669, 3670, 3671, 3672, 3673, 3674, 3675, 3676, 3677, 3678, 3679, 3680, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3691, 3692, 3693, 3694, 3695, 3696, 3697, 3698, 3699, 3700, 3701, 3702, 3703, 3704, 3705, 3706, 3707, 3708, 3709, 3710, 3711, 3712, 3713, 3714, 3715, 3716, 3717, 3718, 3719, 3720, 3721, 3722, 3723, 3724, 3725, 3726, 3727, 3728, 3729, 3730, 3731, 3732, 3733, 3734, 3735, 3736, 3737, 3738, 3739, 3740, 3741, 3742, 3743, 3744, 3745, 3746, 3747, 3748, 3749, 3750, 3751, 3752, 3753, 3754, 3755, 3756, 3757, 3758, 3759, 3760, 3761, 3762, 3763, 3764, 3765, 3766, 3767, 3768, 3769, 3770, 3771, 3772, 3773, 3774, 3775, 3776, 3777, 3778, 3779, 3780, 3781, 3782, 3783, 3784, 3785, 3786, 3787, 3788, 3789, 3790, 3791, 3792, 3793, 3794, 3795, 3796, 3797, 3798, 3799, 3800, 3801, 3802, 3803, 3804, 3805, 3806, 3807, 3808, 3809, 3810, 3811, 3812, 3813, 3814, 3815, 3816, 3817, 3818, 3819, 3820, 3821, 3822, 3823, 3824, 3825, 3826, 3827, 3828, 3829, 3830, 3831, 3832, 3833, 3834, 3835, 3836, 3837, 3838, 3839, 3840, 3841, 3842, 3843, 3844, 3845, 3846, 3847, 3848, 3849, 3850, 3851, 3852, 3853, 3854, 3855, 3856, 3857, 3858, 3859, 386

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

ARMSTRONG SIDDELEY Sapphire saloon (Sept. 1953), preselector gear box, radio, 11,000 miles, grey/blue, black leather, heater, £1,100.—Stratford, 40, Berkeley St., W.1. (Mayfair 4604) [C0622]

1949 Armstrong Hurricane black with brown leather, heater, radio, carefully maintained, excellent condition; £425.—Taylor, 21, Victoria Rd., New Barnet 9870. Terms required. [C1924]

1953 Armstrong Siddeley Hurricane, black with red leather interior, 19,000 miles and in immaculate condition throughout; £735.—Smith Landers (Engs.), Ltd., Tel. Ormskirk 3211. [C0941]

1955 Armstrong Siddeley Sapphire saloon, twin carb., etc., 2,900 miles, attractive price, 4 months' guarantee.—Green & Zook, Ltd., 246, 252, Deansgate, Manchester, 5. Tel. Deansgate 3525-6. [C0208]

1952 Armstrong Siddeley Whitley saloon, grey with blue leather, beautifully maintained by one owner since new, taxed year, synchromesh gears; £645.—Ruggs, Ltd., Station Garage, Lewes. Tel. 147. [C1938]

1955 (June registered) Armstrong Siddeley Sapphire saloon, automatic gear box, black/brown under 1,000 miles; this car is as new.—Hamtun Motors, Ltd., 39, Sheep St., Northampton. Tel. 3616. [C1925]

ROSE & YOUNG, Ltd., offer 1954 Armstrong Siddeley Sapphire, 12,000 miles only, one owner, preselector, fitted radio, duo-grey; £1,195.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). [C0507]

1950 Armstrong Hurricane drop head, one owner, radio, heater, ivory, blue leather, an unblemished car and a thoroughgoing performance; 14,000 written guarantee; terms, exchanges; trade enquiries welcomed. [C0507]

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0082-3-4, anytime. [C0405]

ARCHIE SIMONS & Co., Ltd., 1952 Armstrong Siddeley Whitley 2-light saloon, black/brown leather, manual gear change, nominal mileage, one owner since new, excellent throughout; £695.—94, Gt. Portland St., W.1. Lan. 1. [C0415]

1953 Armstrong Siddeley Sapphire, synchromesh box, 2-tone grey with red upholstery, heater, washers, etc., very moderate mileage; £1,065.—Castle Motors, 10, Manchester Rd., Rochdale, 14, Castleton/Rochdale 57231. [C0935]

WILSONS, "The Enthusiastic Owner-Agents," have 3 carefully used 1954 Sapphire saloons for sale from £1,325; demonstrations any day including Sunday; h.p. up to maximum period.—34, Acree Lane, S.W.2, Brixton 4011, and 1-3, Dorking Rd., Epsom 3901. [C0408/R]

£595!!! 1951 Armstrong Siddeley Whitley de luxe saloon; this vehicle is outstanding, only one careful owner has nursed it all its life, the bodywork is like brand new, interior beautiful, the finest and most handsome vehicle of the Armstrong range.—Below [C0507]

£535!!! 1951-2 Armstrong Siddeley convertible, another one-owner motor car, magnificently maintained, speedometer reading 27,000, believed genuine, whole condition like a 5,000-mile motor car.—Below [C0507]

£465!!! 1949 Armstrong Siddeley de luxe 4-door saloon, magnificent vehicle, as nice as the ones advertised above. [C0507]

LAMBS OF WOOD GREEN (Est. 1897)—100 guaranteed cars; exchange; hire purchase—£21-425, High Rd., Finchley (East Finchley Underground). Finchley 6222-5-4. [C0252]

1949 Armstrong Siddeley Hurricane 16hp d.b. coupe, synchro, gears, a beautiful example, finished in black with brown leather and hood, heater, this is an extremely well maintained car and is thoroughly recommended; £635.—Gordon White & Co., Ltd., 7, Garsfield Cross 2077. [C0581]

1954 Armstrong Siddeley Sapphire, the colour is Electric Blue with red leather interior and fitted heater; the gear box is normal synchromesh; the condition is wholly immaculate as is expected of a car of 6,000 miles; £1,295.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. [C0979]

1955 (January) Armstrong Siddeley Sapphire saloon, 2-tone, black, silver grey, high lift compression, high lift camshaft, twin carburetors, Michelin X tyres, windscreen washer, Rimblebush, mileage 6,750, exceptional condition, one owner, chauffeur maintained; £1,485.—Herbert Roberts, Ltd., Cambridge, Tel. 4661. [C0582]

1953 (August) Armstrong Siddeley Whitley 4-door saloon, absolutely immaculate low mileage one owner car, blue with blue leather, appearance practically indistinguishable new; written guarantee; £745; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Lenthams 0012. [C0203]

£695!!!—Armstrong Siddeley Whitley saloon, a super immaculate 1955 car, registered very late in the year, coachwork, interior, chrome, fittings in absolutely unbelievable condition, this vehicle looks and runs like a brand new car and is definitely the finest Whitley of its year in the country, all extras fitted radio and heater, must be seen and tried to be appreciated. [C0507]

ARMSTRONG SIDDELEY CARS WANTED
C for catalogue. Showrooms open until 8 p.m. [C1035]

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Armstrong Siddeley Spares and Service

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick, guaranteed services; specialists; trade and retail. [C0507]

PARKELOVER gear box exchanges, reconditioning 48 hrs.—Arcot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301 and 7341. [C0644/R]

BIRMINGHAM joint distributors; spare parts from 1932.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [C0548]

WILSONS, "The Enthusiastic Owner-Agents," are pleased to offer "Service that Exceeds"—34, Acree Lane, S.W.2, Brixton 4011, or 1-3, Dorking Rd., Epsom, Surrey. [C0408/R]

PASS & JOYCE Ltd., 27, Peter St., Manchester, 2, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6151. [C0602/R]

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edware Rd., Hendon, N.W.9. (Colindale 4431.) [C0670/R]

ASTON MARTIN
TOLWORTH MOTORS, Ltd., [C0507]

1954 Model DB2-4, 20,000 miles, radio, immaculate; £1,750. [C0507]

1953 (May) DB2, 19,000 miles, Vantage engine, Alfin drums, twin exhausts, radio, specimen car; £1,595.—Kingston By-Bass, Tolworth, Elmbridge 2254. [C0401]

HW MOTORS, Ltd., offer:—
1952 Aston Martin DB2 drop head coupe, black/red upholstery, just passed by works; £1,550.—Bridge Motor Works, Walton-on-Thames, 2404-5. [C0242]

ROSE & YOUNG, Ltd., offer:— [C0415]

1952 Aston Martin DB2 saloon, fitted radio, chrome wheels, twin exhausts, spot lamp, etc., exceptional condition; £1,395.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). [C0507]

CHARLES FOLLETT, Ltd., offer:— [C0507]

1955 Aston Martin DB2-4 saloon, metallic blue, speedo reading 3,900 miles, radio, really superb condition, heater, etc.; £2,475. [C0507]

1952 Aston Martin DB2 saloon, finished black with beige upholstery, loose covers, this is an exceptional car, has had many chassis and body modifications, extremely well runner, very fast, extras include radio, heater, disc, special horns, parking lights, wing mirrors, special twin-exhaust system and special dashboard; £1,575. [C0507]

PART exchange and H.P. facilities. [C0507]

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. [C0210]

SERVICE: Works & Stores—Barnsley Yard, off Elgin Ave., W.9. Cunniffham 5936. [C0210]

BROOKLANDS, London distributors. [C0210]

ASTON MARTIN DB35, competition car. [C0210]

1955 DB2-4 saloon and coupe, available demonstration. [C0210]

1954 Series Aston Martin DB2-4 saloon, radio, immaculate. [C0210]

1953 Aston Martin DB2 vantage engine d.b. coupe, radio. [C0210]

BUY or sell with confidence; cars purchased for cash. [C0210]

103 New Bond St., London, W.1. Mayfair 8351. [C1029]

GUY SALMON AUTOMOBILES offer:— [C1029]

1953 Aston Martin DB2 drop head coupe, 25,000 miles, immaculate condition throughout; £1,750.—Portsmouth Rd., Thames Ditton, Epsom 5551-2-5. [C0401]

HOLLAND PARK AUTOMOBILES offer:— [C0401]

1955 DB2-4 d.b. coupe, cream, red leather, radio, 9,000 miles, immaculate; £2,550. [C0401]

1954 DB2-4 saloon, burgundy, red leather, radio, 21,000 miles, superb condition; £1,950.—142, Holland Park Ave., W.11. Park 2626. [C0205]

CARTWRIGHT, HAMILTON CARS, Ltd., offer:— [C0205]

1954 (August) Aston Martin DB2 2.9-litre model, 12,000 miles only; a very fast and immaculate example, complete with radio and heater; £2,085.—282, Kensington High St., W.14. Western 9207. [C0544]

ANTHONY CROOK—New and used Austons in stock. New DB2-4, green and beige, in stock.—Caterham Hill, Surrey, Tel. 2232. [C1063]

1954 Aston DB2-4 saloon, under 15,000 miles, one careful owner, perfect throughout; £1,850.—Advertiser, 2, Leigh Rd., Bristol, 8. Tel. Bristol 78055. [C1063]

1954 (Sept.) Aston Martin 3-litre DB2-4, blue with blue leather, 3,100 miles, as new, a beautiful car; £2,195.—Creed, Link End, Malvern. Tel. 1150. [C0544]

265 gns.—Aston Martin 1938 15/98 short chassis drop head coupe, new hood, excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C0418]

1953 Aston Martin DB2, blue, fawn leather, many only, new X tyres, car throughout; £1,542. [C0418]

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Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [C0418]

ASTON MARTIN cars wanted for cash; full details.—Priory Motors, Ltd., Old Windsor, Windsor 302-3. [C0788/R]

ASTON MARTIN Spares and Service
LONDON MOTORS, Ltd., sole suppliers of spares, including reconditioned engines for all Aston Martin cars produced up to 1940; specialised servicing facilities! [C0788/R]

PRE-WAR chassis spares including alloy drums, brake plates and shoes, rebuilt wheels, 15in and 17in, springs, steering gear, etc.—104, Cambridge Rd., Teddington, Middx. [C0700]

AUSTIN SEVEN
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:— [C0415]

1938 Austin 7 Ruby tourer, £165; 1939 Austin Big 7, £135.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C0415]

AUSTIN 7, rebuilt 1952 as comfortable tourer; £80.—145, Crescent Drive, Petts Wood, Kent. [C0415]

1938 Big 7 tourer, one careful owner, low mileage, exceptional condition; £175.—2, Lower Rd., Fitcham, Leatherhead 5621. [C0487]

BUTCHER, 1937 Austin 7 Nippy 2-seater, showroom condition, well shod; £125. Terms, exchanges.—14, Lexham Gardens Mews, W.8. Frenamite 9129. [C0418]

145 gns.—Austin Big 7 1938 4-door saloon, sliding head, blue, very good condition; choice 4 Austin 7s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C0418]

AUSTIN A30
CAR MART, Ltd., [C0344]

LONDON distributors. [C0344]

1954 Austin A30 2-door saloon, heater, green with brown upholstery; £495. [C0344]

1954 Austin A30 4-door saloon, heater, cream and red with red upholstery; £500. [C0344]

CAR MART, Ltd., 350, Euston Rd., London, N.W.1. Euston 1212. [C0344]

B. J. HUNTER, Ltd., offer:— [C0344]

1954 Austin A30 saloon, one owner; £495. [C0344]

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6305. [C0240]

C.M.J. CAR SALES (Pri. 6623) offer:— [C0240]

1954 Austin A30 2-door saloon, heater, black, one owner; £465. [C0240]

THREE months' guarantee; terms; list on application. [C0240]

PHENIX COTTAGE, Finchley Rd., N.W.3. [C1051]

PHENIX MOTOR CO. (SURREY), Ltd., offer:— [C1051]

1954 Austin A30 saloon, grey, fitted heater, one owner, 7,000 miles. £465. [C0344]

PHENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. [C0344]

J. SHEPHERD & CO. (ENFIELD), Ltd., offer:— [C0344]

1953 (November) Austin A30 4-door saloon, colour cream, mileage 2,700, showroom condition throughout, fitted numerous extras, including seat covers, wing mirrors, sun visor and Rimblebush, taxed; £485.—J. Shepherd & Co. (Enfield), 436, Hertford Rd., Enfield, Howard 1631. [C0409]

1954 Austin A30 saloon, immaculate condition; £475. [C0418]

C. L. & H. L. BLUNDELL, Ltd., Christ Church Rd., Folkestone, Tel. 2726. [C1106]

A. O. 1954 4-door, heater, grey, 6,000 miles; £475.—A. O. 1954 11, Slane Rd., W.14. [C0418]

H.I.-POWER twin carburettor conversion now available, gives 75 m.p.h. 0-50 m.p.h. 15 seconds; £55 fitted, send for data sheet. [C0418]

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

1953 Austin A30 4-door saloon; £455; payments.—Widdfield, 396, Kensington High St., W.14. [C0329]

1954 (June) A30 2-door saloon, Balmoral blue, 6,000 miles, heater, as new; £475.—West, 15, The Broadway, Woking 4270. [C0329]

1954 Austin A30 2 Dr. Coronet, cream/red, heater, one owner; £485; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C0362]

1953 Austin A30 4-door saloon, blue with blue upholstery, heater, overriders, taxed year, 12,500 miles, one owner, immaculate; £455.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee Green 8585. [C0362]

1955 model Austin A30, Motorola radio, clear lighter, heater, radiator blind, oil pressure and water temp. gauges, clock, wing mirrors, overriders, Ace Rimblebush, low mileage, as new; £515.—A. Owen (Hendon), Ltd., Tel. Col. 5145. [C0372]

PRIDE & CLARKE, Ltd.—1954 Austin A30 4-door saloons, low mileage, radio, heater, several from £469; 1953 low mileage, heater, several from £439; terms, exchanges, lists, guarantee.—257, Brixton Hill, S.W.2. Tel. 3664-5. [C0362]

Austin A30 Cars Wanted
C for catalogue. Showrooms open until 8 p.m. [C1035]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN EIGHT

H. BEART & Co., Ltd., offer:—

AUSTIN 8hp 4-door de luxe saloon (first registered December 1951), finished in black with brown upholstery, property of one owner from new, immaculate condition; £525-102, London Rd., and High St., Kingston-on-Thames, Kingston 559. [C1061]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1939 Austin 8, choice of two, £225: 1940 Austin 8, 4-door, fitted heater; £215-355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1939 40 Austin 8 tourer, maroon, 40mpg, excellent throughout; £190-125, High St., Olney, Bucks. Olney 366. [C519]

1939 4-door de luxe saloon, black, red leather, excellent condition, two owners, full history known; £255-5745. [C4022]

AUSTIN 8, 1941, 4-door saloon, good condition, engine overhauled, brakes relined, all bills; £215-1, Longberrys, Crickwood Lane, N.W.2. Speedwell 556. [C4022]

1946 Austin 8 4-door saloon, in exceptional condition throughout, £535; terms, exchanges. —Newbury Cars, Muswell Hill, N.10. Tudor 3594. [C1940]

1939 (Sept.) Austin 8 4-door de luxe saloon, good tyres, taxed end of year and in excellent condition throughout; £215-110, Battersea, Dist. S.W.11. Battersea 0349. [C1096]

BRUTONS—1940 Austin 8 2-door saloon, black, recent reconditioned engine, showroom condition, taxed; £225. Terms, exchanges—la, Lesham Gardens Mews, W.8. Fremantle 9129. [C1104]

Austin Eight Cars Wanted
PRIVATELY owned Austin 8-5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2765. [W2057]
WANTED from private owner, 1946-47 Austin 8, 65, Highbury Park, N.5. Can. 1650. [W4018/R]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin 8—Hamstead (Tube), N.W.11. Ham. 6041. [W4018/R]

H. A. SAUNDERS require 8hp saloons for cash or in part exchange—144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

AUSTIN TEN
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1947 Austin 10, heater; £305-355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1939 saloon, drop side bonnet, a really nice car, specimen, ready for immediate use to go anywhere; £250—Rivers, Bloxham, Banbury, Oxon. [C1927]

BRUTONS—1946 Austin 10 saloon, black, excellent condition, taxed; £348. Terms, exchanges—la, Lesham Gardens Mews, W.8. Fremantle 9129. [C1104]

BRUTONS—1955 Austin 10 open tourer, engine re-bored, chassis overhauled, new hood, excellent tyres, immaculate; £475. Terms, exchanges—la, Lesham Gardens Mews, W.8. Fremantle 9129. [C1104/R]

295—Austin 10 1947 de luxe saloon, sliding door, head, interior, reconditioned engine, terms, exchanges; list: open 9-7 week-days and Saturdays—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

Austin Ten Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin 10—Hamstead (Tube), N.W.11. Ham. 6041. [W4018/R]

H. A. SAUNDERS require 10hp saloons for cash or in part exchange—144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

AUSTIN A40
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offers:—
1954 Austin A40, beige, heater; £625. [C5042]

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621. [C5042]

WM
1954 Austin A40 drop head coupe, mileage 20,000, grey, immaculate car—£595. [C4049]

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1159. [C4049]

CAR MART, Ltd., LONDON distributors.
1954 Austin A40 Somerset saloon, heater, black with brown upholstery; £635. [C1039]

CAR MART, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039]

RAYMOND WAY, East London Branch.
1951 A40 4-door saloon, black with brown leather, many extras include heater, tartan loose covers, rim embellishers, Vaux spots, wing mirrors, overriders, etc., 6 months' written guarantee; 469gns. or £165 deposit, balance 24 months. [C1016]

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre-owned, best-war cars to choose from. [C1016]

RAYMOND WAY, 773, High Rd., Seven Kings. [C1016]

METROPOLITAN MOTORS.
HILLMAN, Humber, Sunbeam, Commer.
1949 Austin A40 Devon saloon, fitted radio, etc., first-class condition; £415.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. [C3080]

B. J. HUNTER, Ltd., offer:—
1953 Austin A40 fourseater coupe, superior condition throughout; £595. [C3080]

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. [C3080]

H. A. SAUNDERS, Ltd., offer:—
CHOICE of several small mileage models; from £545. 836—342, High Rd., N.12. Hillside 5278 (8 lines). [C3027]

AUSTIN A40

HW MOTORS, Ltd., offer:—

1952 Austin Countryman A40, wood body, new tyres; £515.—Bridge Motor Works, Watlington, Thames 2404-5-6. [C2042]

GLANFIELD LAWRENCE offer:—
1954 Austin A40, black, exceptional condition, one owner; £645-407, High Rd., N.12. Finchley 0091. [C2053]

PHILIP RICKARDS, Ltd., offer:—
1954 (June) Austin A40 Somerset saloon, black/brown, full de luxe with radio and sun roof, 11,000 miles; part exchange deferred terms—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1950 Austin A40 saloon, £450; 1952 Austin A40 Countryman, £455-355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1953 (November) Austin A40 Somerset, blue, heater, £535.—Below.
1952 (November) Somerset, blue, heater, reconditioned engine; £495.—Vanderella, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067]

LATE 1955 A40 drop head, 7,000 miles from new owner and in immaculate condition; £585. [C3051]
1954 Austin A40 Somerset; £565.—Below.

1953 Austin A40 Somerset; £525.—Below.
1952 Austin A40 Devon; £495.—Below.

1951 Austin A40 Devon; £495.—Below.
All above are one-owner, low mileage cars and each is fitted with heater; hire purchase and part exchange welcomed.—Herbert & Mills, Church Rd., Ashford, Kent. Tel. 500. [C3051]

AUSTIN A40 1952 Somerset saloon, beige/tan upholstery, heater; £625, below.
AUSTIN A40 Somerset saloon, black, over-riders, 5,500 miles; £625.—Jack Orling & Co. (Motors), Ltd., May 5242. [C3030]

1954 Austin A40, black, red leather, sun roof, heater; £625.—Box 574. [C3030]

1952 Austin A40 Somerset, heater; £495.—A. Owen (Hendon), Ltd. Tel. Col. 3185. [C3030]

1954 Austin A40 convertible, 9,000 miles, heater, excellent condition; £650.—Knl. 4735 or Mac. 3563. [C3030]

1951 Austin A40 Countryman, new engine; £465.—A. Owen (Hendon), Ltd. Tel. Col. 3185. [C3030]

1953 A40 Somerset saloon; £530; payments—£4. field, 586, Kensington High St., W.14. Wes. 6651. [C3029]

1955 1953 Austin A40 Somerset de luxe saloon, one owner, 20,000 miles, like brand new.—Below.
1954 1950 Austin A40 de luxe saloon, 2 owners only, carefully used, choice of 2. [C3029]

LAMBS OF WOOD GREEN (Est. 1897)—100 guaranteed cars; exchanges; hire purchase—421-425, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052]

1949 Austin A40 saloon, grey/beige, ex. condition, good tyres; £410.—Dorking Motor Co., Ltd., Dorking 2256. [C1088]

1949 Austin A40 saloon, heater, sun roof, radio, one owner, excellent condition; £375. No offers.—Box 5636. [C1088]

1954 model A40 Somerset de luxe sun saloon, green, exceptional condition; £595.—Dobson's, Ltd. (Austin Agents), 101, St. Albans Rd., N.10. [C1088]

1954 A40 Countryman, 8,000 miles only, immaculate; £635.—Jack Smith, 23, Bruton Place, W.1. Sayfax 0641-4. [C4065]

1952 A40 sports, beige, red leather, hood and bodywork like new, superb mechanical condition; £525.—Below.
1949 Austin A40, choice of two; from £415, all with written guarantee; terms, exchanges; trade enquiries welcomed. [C4065]

ARNOLD SIMMONS, Ltd., 397-401, High Rd., East Finchley, N.3. Finchley 0052-3-4, anytime. [C4065]

1952 Austin A40 CS3 Devon saloon, black, heater, steering column gear change; £475.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077]

1953 Austin A40 Somerset, heater, leather, new engine, immaculate; £545.—A. Owen (Hendon), Ltd. Tel. Col. 3185. [C3031]

1954 Austin A40 Somerset, black/red, heater, 4,000 miles, as new; £665.—Salmons Garages, Ltd., Temple Bar 5359. [C2029]

1954 Austin A40 convertible, one owner, 16,000 miles only, fitted magnificent Pye radio, as new, 3 months' guarantee; £625.—Below.
1954 model A40 Somerset de luxe sun saloon, green, exceptional condition; £595.—Dobson's, Ltd. (Austin Agents), 101, St. Albans Rd., N.10. [C1088]

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1953 Austin A40 Somerset, heater, leather, new engine, immaculate; £545.—A. Owen (Hendon), Ltd. Tel. Col. 3185. [C3031]

1954 Austin A40 Somerset, black/red, heater, 4,000 miles, as new; £665.—Salmons Garages, Ltd., Temple Bar 5359. [C2029]

1954 Austin A40 convertible, one owner, 16,000 miles only, fitted magnificent Pye radio, as new, 3 months' guarantee; £625.—Below.

1954 model A40 Somerset de luxe sun saloon, green, exceptional condition; £595.—Dobson's, Ltd. (Austin Agents), 101, St. Albans Rd., N.10. [C1088]

1954 A40 Countryman, 8,000 miles only, immaculate; £635.—Jack Smith, 23, Bruton Place, W.1. Sayfax 0641-4. [C4065]

1952 A40 sports, beige, red leather, hood and bodywork like new, superb mechanical condition; £525.—Below.

1949 Austin A40, choice of two; from £415, all with written guarantee; terms, exchanges; trade enquiries welcomed. [C4065]

ARNOLD SIMMONS, Ltd., 397-401, High Rd., East Finchley, N.3. Finchley 0052-3-4, anytime. [C4065]

1952 Austin A40 CS3 Devon saloon, black, heater, steering column gear change; £475.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077]

1953 Austin A40 Somerset, heater, leather, new engine, immaculate; £545.—A. Owen (Hendon), Ltd. Tel. Col. 3185. [C3031]

1954 Austin A40 Somerset, black/red, heater, 4,000 miles, as new; £665.—Salmons Garages, Ltd., Temple Bar 5359. [C2029]

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1953 Austin A40 Somerset, heater, leather, new engine, immaculate; £545

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TWELVE
 1937 Austin 12 de luxe, taxed, immaculate, black, green leather, two owners; £155.—Whitstable 3750.
 £145.—Austin 12 4-seater touring, literally in almost original works condition.—Evesing 48075.
 1939 Austin 12 4 de luxe saloon, clean condition; £225 or £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 4490. (C1024)
 £225.—Austin 12 saloon, 1939 model, in original condition.—Norman Autos, 344-354, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. (C4089)
 145 gns.—Austin 12 1937 saloon, fawn, sliding head, beige leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith's, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Austin Twelve Cars Wanted
 ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube). N.W.3. Ham. 6041. (W4018/R)

AUSTIN SIXTEEN
GLANFIELD LAWRENCE offer
 1948 Austin 16 saloon, cream/brown leather, one owner, radio and heater, exceptional condition; £385.—407, High Rd., N.12. Finchley 0091.
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:
 1948 Austin 16; £345.—355, High Rd., Wembley, Middx. 4241, Wembley 4422. (C4015)
A&S Guaranteed 16hp Hire Limousines. Choice of several 1950/1951 from £635/£835.
AUGUST 1953, one private owner, heater, low mileage, exceptional condition. (C1010)
A&S SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. (C1010)

HEARSES, Hearses, Hearses. We can supply hearer or deck hearers on the 16 h.p. chassis. Brochures available.
A&S SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. (C1010)

1947 Austin 16, splendid vehicle; £305.—Smo & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. (C4019)

1949 Austin 16 saloon, sound car throughout, bargain price; £325.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4723. (C1011)

1946 Austin 16hp saloon, black/blue, spallamp, good tyres, ex. cond.; £265.—Dorking Motor Co. Ltd., Dorking 2256. (C1058)

HIRE car limousine, small mileage, 1952, carefully maintained, fitted throughout; £765.—11, Kenrick Place, South Kensington 6916. (C1103)

1946 Austin 16 saloon, a good car in exceptional condition; £325.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. (C4051)

1948 Austin 16 saloon, taxed; £290; payment by Vaughan; 17, Actwood Mews, S.W.7. Fro. 1319. (C4078)

1949 (March) 16 saloon, radio, heater, many extras, outstanding condition; £395.—Tolworth Motors, Kingston By-Pass, Elmbridge 2254. (C4081)

1949 Austin 16, dark green with brown interior, very good condition throughout; £385.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 235. (C393)

1949 Austin 16 saloon, black, brown leather interior, built-in heater, sun roof, engine, brakes and steering overhauled, one owner; £395.—Hillwood Motors, Mill Hill (London) 4232. (C1177)

1950 model Austin 16 hire limousine, wonderful condition, face forward occasionally; £545.—Swanmore Garage, Ltd., 176, Christchurch Rd., Bournemouth. (Phone Southbourne 45344). (C4024)

1948 (April) Austin 16 saloon, privately owned, finished black, brown leather upholstery, fitted radio, heater, discs, fog light, wing mirror, mascot, taxed to December; £395; with written guarantee.—Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. (C5018)

Austin Sixteen Cars Wanted
 Austin 16 must be specimen.—Gerrards Cross 2077. (C393)

A&S Limousines, 16hp Hirecars required urgently, good prices for genuine vehicles.
A&S SAUNDERS LTD., Providence Court, North Audley Street, London, Mayfair 2941. (W1006)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube). N.W.3. Ham. 6041. (W4018/R)

HIRECAR limousine, 1951-2-53, urgently required; details, please.—Woodbury, Sheen Common Drive, Richmond. (W1103)

AUSTIN A70
 A 1954 Hereford saloon, well maintained and carefully used, spotted grey cellulose with navy leather interior, fitted sliding roof, heater, Motorola radio, screen washers; taxed for the year; £665 or fair offer; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkwood 7206/2031. (C1086)

CAR MART, Ltd.
 LONDON distributors.
 1954 Austin A70 Hereford saloon, sliding head, blue with blue upholstery; £675.
 1952 Austin A70 Hereford saloon, heater, black with brown upholstery; £545.
CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. (C1089)

H. A. SAUNDERS, Ltd., offer:
 CHOICE of several small mileage models; from £565.
 836—642, High Rd., N.12. Hillside 5273 (5 lines). (C2027)

HW MOTORS, Ltd., offer:
 1952 Austin A70 Hereford saloon, beige/brown 1952 uphol., heater; recently overhauled by us; exceptional; £550.—Bridge Motor Works, Watlington, Thames 2404-5-6. (C4042)

AUSTIN A70
WARWICK WRIGHT, Ltd., offer:
 1954 Austin A70 Hereford saloon, black with red upholstery, fitted heater, 7,000 miles; £695.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. (C4045)

ALLAN TAYLOR (MOTORS), Ltd., offer:
 1950 Austin A70, grey, heater, taxed to December; £425.
HIGH St., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). (C4045)

HENDON CENTRAL GARAGE, Ltd., offer:
 1953 Austin A70 saloon, fitted heater, taxed year, one owner, 15,000 miles only, an exceptional car; £610.
 1951 A70 saloon, one owner since new, fitted radio, heater, spallamp, taxed year, a specimen motor car; choice of two; £495.—Walford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2034)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:
 1953 Austin A70, one owner, radio, heater, etc., black; £575.
MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). (C1008)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:
 1951 Austin A70 Countryman, £495; 1951 Austin A70 utility, £495.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1951—1953 Austin A70 de luxe saloon, immaculate and like brand new.
LAMBS OF WOOD GREEN (Est. 1897),—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. (C2052)

1950 (late) Austin A70 saloon, blue, fitted heater, blue leather, snip; £575.
DOUGLAS CAR SALES, 21, High St., Waltham Cross. Tel. Waltham Cross 3925/4124. (C1078)

1950 Austin A70 saloon, radio, heater, covered, new tyres; £565.—Gipsey Hill 0678. (C1075)

1952 Austin A70 Hereford, heater, leather; £475.—A. Owen Hendon, Ltd., Col. 3185.
 1951—1952 Austin A70 Hereford de luxe saloon, magnificent and spottless car, being sold at bargain price.—Below.
 1953—1954 Austin A70 de luxe saloon, immaculate and like brand new.
LAMBS OF WOOD GREEN (Est. 1897),—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. (C2052)

1953 Austin A70 saloon, black, sliding roof, radio, heater, one owner; £565.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4067)

1950 (August) A70 Hampshire, radio, heater, one owner, taxed; £425.—F. Dove, 115, Discombe Rd., Croydon. Tel. Addiscombe 5066. (C1076)

1953 (April) black, heater, one owner, taxed; £255.—Gerald Leventon, Ltd., Rickmansworth. Tel. 3326. (C1015)

1958—Austin A70 saloon, fitted heater, green, 1953 model.—S. Boren & Son, Hillside Garage, Edgware. Tel. Edgware 4494. (C1023)

1952 Austin A70 saloon, fitted with heater, one owner; £510.—Brew Brothers, Ltd., 133, Old Broad St., W.1. Farnham 5133. (C1083)

AUSTIN A70 saloon (first registered January, 1951). A sliding roof, wireless, one owner; £425.—Stratford St., 50, Berkeley St., W. (Mayfair) 4404. (C4062)

1950 Austin A70 saloon, blue, heater, perfect runner, taxed year, bargain.—Haverstock Garage, 50, Haverstock Hill, N.W.3. Gulliver 2422. (C4062)

1952 Austin A70 Countryman, maintained throughout, perfect condition, one owner, 25,000, cost £1,100; sacrifice £650; buying Westminster.—Box 571, 7962

1952 (April) Hereford saloon, beige, brown hide interior, heater, etc., one owner, 16,000 miles, fine condition throughout; £535.—Robbins, East Putney. Tel. 1861. (C3010)

1952 (Sept.) Austin A70 Hereford saloon, radio, heater, one owner, guaranteed; £525; exchanges; terms, £495.—Gardens News, Kensington, W.14. Park 9704 and 5568. (C5034)

1954 Austin A70 Hereford saloon, sun roof, heater, black with brown upholstery, 12,000 miles only, taxed year, condition as new; £650.—Anchor Cottage, Milford. Godalming 1910. (C4040)

1953 Austin Hereford saloon, 16,000 miles, one owner, an exceptional car, black, brown leather, heater; £595, written guarantee; terms, exchanges; trade enquiries welcomed.
AROLD SIMONS, Ltd. 397-401, High Rd., East Finchley, N.2. Finchley 0552-3-4, anytime. (C4018)

AUSTIN A70 (July) 1952 Hereford convertible, fawn with red leather, one owner, unmarked, H.M.V. radio, heater, etc., cost over £1,500; exceptional condition; £520 or near offer.—Tel. Birmingham South 3018. (C4018)

1954 Hereford A70, immaculate, 15,500 miles, grey, blue leather interior, sliding roof, H.M.V. radio, heater, taxed year, one owner; £675.—"Lyndon," Dingle Rd., Oakham, Dudley, Worcs. Tel. Dudley 2653. (C506)

1954—Austin A70 late 1951 Hereford saloon, leather, radio, heater, one owner, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1952 Austin A70 coupe, Morocco red, maroon interior, new hood, heater, one owner, magnificent unmarked specimen; £595.—Broadway Motors, 27, High Rd., and Hanworth Rd., Hounslow, Mids., Road. 0175. (C4018)

Austin A70 Cars Wanted
CAR MART, Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition.
CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. (C353/R)

ALMOST new A70 required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube). N.W.3. Ham 6041. (W4018/R)

AUSTIN A90
 1952 (Feb.) Austin A90 saloon, radio, heater, one owner, previous owner £490, Corgie Whittaker, 274, Church St., Blackpool. Tel. 23410. (T9257)

AUSTIN A90
RAYMOND WAY, East London Branch.
 1950 A90 power-operated convertible, green with biscuit leather, host of extras include radio, heater, rim-embellishers, wing mirrors, long-range head lamps, etc., recent engine and hydraulic motor reconditioned, 4 new tyres, 6 months written guarantee; £489 gns. or £172 deposit, balance 24 months. EASY hire purchase on the spot with no references, 7 no formalities or guarantees; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from. Tel. RAYMOND WAY, 773, High Rd., Seven Kings. Tel. Seven Kings 3066. (T904)

1952 Austin A90, one owner; bargain; £465.
SCOTT'S CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. (C4016)

1952—Austin Atlantic convertible, 1950, exchange for engine, gear box, steering, shockers, etc., recently; many other cars.
BEYNOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube). Exchanges, h.p. (C1017)

1952 Austin A90 hard top saloon, one owner, black/beige, heater; £535.—Wheeler's (Newbury), Ltd., Newbury. Tel. 1020. (C391)

1950 Austin A90 drop head; £465.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C2024)

1952 Austin A90 saloon, magnificent condition, really unscratched, new tyres, many extras; £525.—Halfway, Coombe Lane, Kingston, Surrey. (T9504)

1951 Austin Atlantic convertible, radio, heater, very fast car, showroom condition; £495.
 A. Owen (Hendon), Ltd. Tel. Col. 3185. (T9557)

A90 convertible, green, pigskin coloured leather, ashing trafficators, 1950 model; £425; owner going abroad would consider good offer for quick sale.—Box 5703. (T9269)

1951—1951 Austin A90 Atlantic sports saloon, immaculate, spottless condition, choice 3, also an A90 drop head coupe in beautiful and unusual condition.
LAMBS OF WOOD GREEN (Est. 1897),—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. (C2052)

1952—Atlantic sports saloon, 1952, one very careful owner, 21,000 miles only, black with beige leather; in beautiful order, taxed, terms, exchanges.—Ross Motors, Ltd., Regent St., Hinkley, Leics. Tel. Hinkley 558-9. (T9224)

1952 Austin A90 sports saloon, blue/grey, with grey hide upholstery, heater, one owner has maintained this very popular model in superb condition from new and it is unsurpassed for exhilarating performance combined with fuel economy; £595.—Hillwood Motors, Mill Hill (London) 4232. (C4062)

1951 (November) A90 Austin Atlantic sports saloon, under 20,000 miles, Woodhead Monroe 4 absorbers and 2 new Michelin X tyres fitted, mechanical condition exceptional, taxed to end December, coachwork pastel green, grey hide interior, paintwork and chromium are equal to new, clock, Regency covers fitted also heater; £525.—Fishers Garage (Ripley), Ltd., Portsmouth Rd., near Ripley, Surrey. Tel. Ripley 2184. (T9016)

Austin A90 Cars Wanted
CAR MART, Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—163, Bromley Rd., Catford, S.E.6. Hither Green 1001. (T059/R)

A90 Atlantic handcap wanted by private advertiser for own use.—Orpington 26517. (T925)

AUSTIN A90 (8-cyl.)
AUSTIN A90 Westminster, black, works mileage; list price.—Haskins, Ledbrooke 1155. (C3027)

1953 A90 Westminster 8; 4815.—L. F. Dove, 115, Addiscombe Rd., Croydon. Tel. Addiscombe 5066. (C1076)

1955 A90 Westminster saloon, beige, 6,000 miles; R. C. Wimbush, Ltd., 312, Earle Court Rd., London, S.W.5. Fre. 8401. (C4056)

1955 (July) Austin A90 Westminster de luxe saloon, taxed year, heater, new clock, £625; consider part exchange.—14, Balfour Ave., Worthing 1839. (C4056)

1955 Austin A90 Westminster de luxe, beige/beige, heater, one owner, 2,000 miles; £555; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction), Batt. 2252. (C3022)

AUSTIN EIGHTEEN
 1939 Ivor 7-seater, blue, £295; Windsor ditto, £400; very good.—Smith, 229 Maryvale Rd., B'ham, 30. (T979)

AUSTIN A125 & A135
CAR MART, Ltd.
 LONDON distributors.
 1952 Austin A135 Princess saloon, sliding head, radio, heater, black with brown upholstery; £375.
CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. (C1059)

CAR MART, Ltd.
 LONDON distributors.
 1951 Austin A125 Sheerline saloon, sliding head, radio, heater, grey and black with grey upholstery; £575.
CAR MART, Ltd., 362, Streatham High Rd., S.W.16. C. Streatham 0054. (C1059)

H. C. PAUL, Ltd.
 1950 Austin Sheerline saloon, black, radio, mileage 42,000, one owner, in excellent condition throughout; £545.—52, Bruton Place, Berkeley Sq., London, W.1. Mayfair 0921-2. (C3030)

GUY SALMON AUTOMOBILES offer:
 1950 Austin Sheerline saloon, black/beige leather, fitted loose covers, very well maintained by one owner from new, total mileage 40,000 only; £595.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2. (C4051)

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2.
Blackfriars 9265-6-7. [C9020]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)

C
M
CAR MART, Ltd.
1950 Bentley 4½-litre standard steel saloon, sliding head, black with brown upholstery; £2,200.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 5434. (C1039)

TAYLOR & CRAWLEY offer:—
1954 (Oct.) Bentley M type, with automatic gearbox, Harold Radford Countryman body, 7,000 miles only, cost nearly £7,000; price £4,750.
1948 Bentley Mk. VI standard steel saloon, very complete overhaul history, excellent condition; £1,395.
1948 Bentley Mk. VI standard steel saloon, 1947, very good order; £1,350.
1947 (Nov.) Bentley Mk. VI standard steel saloon, one owner, 36,000 miles, dual grey, quite immaculate; £1,495.
42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6861.
ANN EGERTON & Co., Ltd.

1954 Bentley sports saloon, automatic gear, grey and green, 15,000 miles.
1953 Bentley sports saloon, black, brown leather, 12,000 miles.
1953 Bentley sports saloon, grey, grey leather, 29,000 miles.
1952 Bentley Mk. VI 4½-litre saloon, blue, 36,000 miles.
1951 Bentley Mk. VI steel saloon, black, brown leather, 29,000 miles.
ANN EGERTON & Co., Ltd.

14 Berkeley St., W.1. Hyde Park 2075. (C3006)
MASCOT MOTORS, Ltd., offer:—
1937 4½-litre Park Ward drop head; £675.
1937 4½-litre H. J. Mulliner sports saloon, choice of 2 from £650.
237 Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1329.
CREST OF BOURNEMOUTH offer:—

1947 Bentley Mk. VI standard saloon, just overhauled by maker's agents, superb example; £1,475.
1939 Bentley 4½ razor-edge saloon; £895.
1938 Bentley 4½ drop head coupe; £875.
1937 Bentley 4½ saloon by Gurney Nutting; £685.
CREST OF BOURNEMOUTH, 14, Westcliff Rd., Bournemouth 7160. (C1099)

CHIFFEAD MOTORS, Ltd., offer:—
£685—April, 1937, sports saloon, black, grey, bills available for £250 overhaul just carried out, specimen.
SHOOTING brake (Sept.), 1935, beautiful condition throughout, Perspex roof, etc.; £545.
HEPSTAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.5. Flaxman 0052/7253/7154. (C1046)

H. A. SAUNDERS, Ltd., 44 Worcester.
1936 (December) Bentley 4½-litre saloon, coachwork by Park Ward, unusually fine example; £595.
AUSTIN House, Castle St., Worcester. Tel. 2568. (C4005)

GUY SALMON AUTOMOBILES offer:—
1952 Bentley Mark VI standard steel saloon, 4½-litre small boot model, 27,000 miles, faultlessly maintained; £2,150.
1950 (Oct.) Bentley Mark VI standard steel saloon, black/beige leather, 60,000 miles, faultlessly maintained by green, £1,150—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)
WESSEX MOTORS, New St., Salisbury.

PART of the Henly Organization.
1950 (May) standard steel saloon, finished in duo tone, dove grey and dark blue with blue trim and whitewall tyres, choice of two. Tel. Mr. Meules at Salisbury 3275.
WESSEX MOTORS, New St., Salisbury. (C4067)

BROUGHTON'S OF CHELTENHAM offer:—
1953 Bentley (Sept.) Freestone & Webb wide body saloon, black with maroon leather, mileage 12,500, one owner, immaculate condition throughout.
1951 Bentley (Jan.) Park Ward fixed head coupe, dual green, green leather, mileage 41,000, excellent condition.
S. P. BROUGHTON & Co. Ltd., Grove Garage, High St., Cheltenham. Tel. Cheltenham 2283. (C3691)

THE UTILITY VEHICLE CENTRE offer:—
1937 Bentley 4½ Park Ward sports saloon, recently completely overhauled at works; £550.
100 Great Portland St., London, W.1. Langham 6044-5 (Private Branch Exchange). (C4072)
K NIGHTSBRIDGE MOTORS, Ltd., offer:—

1947 (March) Bentley Mark VI special lightweight sports saloon by H. J. Mulliner; this striking and unique car has an exciting performance, the engine has been recently fully overhauled and modified to the late-type full-flow lubrication system, and various other modifications (£500 spent); new set Michelin tyres, beautiful grey coachwork and brown hide interior; £1,685.
1934 (August) 3½-litre Bentley sports saloon by Freestone & Webb; 2 owners only since new, excellent history and very pretty 4-door coachwork with large rear boot; £485.
1 Roberts Mews, Lowndes Place, Belgrave Sq., London, S.W.1. Tel. Chelsea 4926.
WORKING MOTORS (Mercedes Distributors).

1951 Mark VI Bentley saloon, midnight blue, loose covers, chauffeur kept nominal mileage; £1,975—Maybury Hill Garage, Woking 4277-8. (C4057)

BENTLEY (3½, 4½-litre and New 4½-litre)

1937 Bentley 4½-litre 4-door sports saloon, black, recent £250 overhaul; £625.—Jennens Bros., Sutton Coldfield 2264.
SWANMORE GARAGE, Ltd., Bentley specialists.

£2,575—Bentley Mk. VI 4½-litre, big bore, dual silver coachwork, absolutely unmarked.
£1,875—Bentley Mk. VI 1947 special James Young 4-door saloon.
£835—Bentley 4½, 1938 saloon, by Park Ward, very wonderful condition.
£875—Bentley 4½ 1937 sedan coupe by Gurney Nutting, positively magnificent (accounts £1,200) every tool chrome plated.
£675—Bentley 4½ 1936 saloon by H. J. Mulliner, wonderful history, absolutely magnificent condition.
SWANMORE GARAGE, Ltd., 1176, Christchurch St. Rd., Boscombe E., Bournemouth. (Tel. Southbourne 43344). (C4024)

JACK OLDING & Co. (MOTORS), Ltd., offer:—
1954 4½-litre standard saloon, black/brown hide, automatic, one owner; £3,975.
1952 4½-litre H. J. Mulliner lightweight saloon, black/tan hide, one owner; £3,550.
1937 4½-litre James Young saloon, metallic grey/grey leather, one owner; £2,250.
AUDLEY House, North Audley St., W.1. Mayfair 5242. (C3030)

CARTWRIGHT, HAMILTON CARS, Ltd., offer:—
1949 H. J. Mulliner sports saloon, this car is now ready for full details and price please contact—London office: 252, Kensington High St., W.14. Western 0207.
BOON & PORTER, Ltd., offer for the enthusiast:—

1935 3½-litre Bentley Park Ward saloon body, DG chassis, just had £350 lavished upon it by an enthusiast, radio, heater, exceptional, guaranteed; £750.
CASTELNAU, S.W.13 (Hammer Smith Bridge). Riv. 4444. (C1022)

1947 Bentley Mk. VI standard steel saloon, maintained most carefully; £1,475.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. (C3025)

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—
(June) Bentley Standard saloon, dual grey, grey hide, 37,000 miles only, really outstanding in every respect, guaranteed; H.P. facilities, part exchange; £2,250.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and stores, Barnsdale Yard, off Elkin Ave., W.9. Cunniffham 5936. (C2010)
1947 Bentley 4½ James Young razor edge saloon, black/beige, radio, Bentley history; £1,695.—Odeon Motors, Ltd., Bar. 1144. (C3026)

1938 (July) 4½-litre Bentley Park Ward pillarless saloon, black with beige leather upholstery, immaculate condition; £750.—Wordsworth 4503. (9192)

1938 Bentley 4½ Park Ward saloon, black/blue, with beige hide upholstery, very good chassis, regularly serviced; £775.—Below.
1936 Bentley Park Ward drop head coupe, black/grey hide upholstery, history available, mileage approx. 100,000; £285.—Below.
1935 Bentley 3½ Park Ward saloon, black/grey hide upholstery, in good condition throughout; £475.
A. Weybridge Automobiles, Weybridge 233. (8421)

1950 (August) Bentley 4½ standard steel saloon, black, beige leather, known history, outstanding condition; £1,295.
1947 Bentley 4½ standard steel saloon, black, brown leather; £1,295.
CLARKE & SUMMERS, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. (C1048)

1952 (Sept.) Bentley 4½-litre type saloon with large boot, finished in black with maroon hide, 21,000 miles, one owner; £3,150. Also
1950 Bentley Mk. VI Freestone and Webb 4-door 6-light saloon, black with blue leather, all modifications carried out and carefully maintained by one owner; £2,250.—Castle's, Church Gate, Leicester 65251. (9235)

1951 Bentley saloon, H. J. Mulliner, one owner, chauffeur kept, immaculate in every detail; £2,750.—25, Dean Park Rd., Bournemouth 7160. (C1099/1)

1932 Bentley 4-litre sports saloon, in outstanding condition; £195 or £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1040)

SANDERSON & HOLMES, Ltd., the official Rolls-Royce and Bentley retailers and repairers for South Derbyshire, Leicestershire, Rutland and Burton-on-Trent.
Bentley Mark VI standard steel saloon, first registered December, 1947, finished two-tone black and grey, two owners only, remarkably good condition; £1,450.
LONDON Rd., Derby. Tel. Derby 47471/6. (C4073)

TAYLOR & CRAWLEY will buy low-mileage, pre-war and Mark VI Bentleys at attractive cash prices:—
42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6861.
1950 Bentley Mark VI standard steel saloon, W.10 division, 51,000 miles, one owner; £1,875.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1050)

CASS'S MOTOR MART—1936 (Aug.) Bentley 4½-litre Park Ward sports saloon, black and green, superb condition; £695—5, Warren St., W.1. Euston 4113. (C1040)

1937 Bentley 4½ Park Ward Sportsmans saloon, finished in unmarked black with blue leather interior, all excellent types, a really excellent example; £565.
MALDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pen. 5457. (C3000)

£895—1938 Bentley 4½ Thrupp & Maberly semi-razor-edge saloon, black, many extras, part exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C1010)

Bentley Mark VI, July, 1953, 2-tone metallic grey, 13,000 only; making director's personal car.—Hanger Motor Co. (Birmingham), Ltd., 187, Broad St., Birmingham, 15. Midland 6311. (9465)

BENTLEY (3½, 4½-litre and New 4½-litre)

1947 Bentley saloon, standard steel body, radio, 56,000 miles, immaculate condition throughout; £1,295.—Ashall, 211, Tarbock Rd., Hurstoe, Nr. Liverpool 3732.
Bentley 1951 (May) 4½-litre, colour dark metallic green, full Bentley history, in absolute showroom condition; price £2,350.—Maidenhead Autos, Ltd., Bath Rd., Taplow, Bucks. Tel. Maidenhead 434.
9089

LATE 1949 sports saloon by Hooper, finished in primrose and black with brown leather upholstery, mileage 44,000, excellent condition throughout.—W. A. Birtwistle, Ltd., Albion Mill, Rautenstall, Rosendale, Lancs. (9440)

Bentley 1939 4½-litre, overdrive, Park Ward, drop head coupe, grey metallic, radio, heater, 100, history available; £590; terms and exchanges.—Hunt's (Birmingham), Ltd., 199, Hasley Rd., Birmingham, Burton Rd., Derby. Tel. Derby 35614. (9408)

Bentley 25hp Sportsman's 2-door 4-seater 1936-7 saloon, chassis No. B-77-E.J., fitted radio, many extras, taxed year, in truly magnificent condition throughout; £450.—Temple Cars, 150, Burton Rd., Derby. Tel. Derby 35614. (9408)

1935 (Mar.) Bentley 3½-litre Thrupp & Maberly sports saloon, grey, grey hide, radio, good tyres, engine just rebored and not yet run in, ride control, taxed year; £525.—N. S. Mend (Sales), Ltd., 43, Queen St., Maidenhead. Tel. Maidenhead 451-2. (C3011)

1952 (July) 4½-litre Bentley Countryman saloon, finished in grey with red upholstery, genuine total mileage 20,000, one owner, supplied and maintained by us in immaculate condition; £3,650.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Kensington 6642 (5 lines). (9218)

1951 H. J. Mulliner 4-door special body saloon, one owner and chauffeur kept from new, excellent history, colour black with beige leather, radio, heater, screenwashers, taxed December, 1955; the whole car a brand new in every way, over 1000 price.—Stevens, Cliff Drive, Canford Cliffs, Bournemouth. Tel. Canford Cliffs 77752. (C4088)

£1595—1948 (June) Bentley 4½-litre Mark VI standard steel saloon, ex fitted order, only 17,000 miles since £500 complete works overhaul, accounts available, finished attractive metallic grey with grey leather upholstery, fitted radio, heater, spotlamp, taxed December, full Bentley history, written guarantee.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (C3018)

BENTLEY (PRE 1931)
A 1930 (December) Vintage Bentley 4½-litre, mechanically she is standard and in extremely good order, having been recently overhauled, fitted with a new close-coupled (crash) coupled chassis, overhauled. Finished in black with a new black hood; the most worthwhile 4½-litre we have seen for a long time; £350 or fair offer; photographs and full details, terms, exchange.—Highams Park Garage, Ltd., Highams Park Rd., Highams Park, London, E.4. Larkwood 7205 (203). (C1086)

1929 Bentley 4½-litre tourer, owned by enthusiast, in very nice condition, we have been instructed to sell to a good home.
PRICE 300gns.
SANDERSON & HOLMES, Ltd.,
THE Rolls-Royce and Bentley official retailers,
LONDON Rd., Derby. Tel. 47471-6. (C4075)

1924 3-litre Bentley (Red Label), excellent condition throughout, Vanden Plas coachwork; £295.—Osterley, North Haling, Rochester, Kent. Tel. Snodland 43440. (9481)

Bentley Cars Wanted
C
CAR MART, Ltd., official retailers, are anxious to purchase Bentley cars and will pay attractive prices for those in exceptional condition.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 5434. (0958/N)

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Bentley, Hampstead (Tube), N.W.3. Ham. 6941. (W4018/N)

JACK OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Bentley cars—Audley House, North Audley St., W.1. Mayfair 5242. (W3030)

CASH buyers of Bentley cars—Swanmore Garage, Ltd., 1176, Christchurch Rd., Boscombe, E. Bournemouth. (Tel. Southbourne 4344). (W4024)

XXX Excellent cash prices for good Bentley cars.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. (W2005)

We will buy or part exchange your Bentley for a new purchase—Latham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4345. (W2054)

WANTED for private customer, 1935 or 1954 Bentley, black and beige or black and tan.—Comerford, Ltd., Thames Ditton, Surrey. (9166)

M. Bolton of Leeds, Ltd., Harrison St., Briggs, Leeds, 1. Tel. 20114. (9143)

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. (0540/B)

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Bestow St., Crystal Palace, S.E.19. Livingstone 369. (9008/B)

Bentley 1948/50 standard steel saloon, nominal mileage only, must have history, any colour except used private buyer, cash raising.—W. H. Johnson, 41, St. Agnes Rd., Bham, 13. Tel. South 5018. (9239)

Bentley Spares and Service
ALL spares and replacements for pre-war Rolls-Royce and Bentley; full repair service at most favourable prices.—Compton, 69, Bestow St., Crystal Palace, S.E.19. Livingstone 3562. (0490/B)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Spares and Service
A SERVICE unequalled.
S OFFICIAL repair at Bentley cars.
S SERVICING or overhauls.
S COACHWORK renovations and accident repairs.
S SPARES all models.—Tel. Flaxman 2225 (5 lines).
JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [81082/R]
JACK
OLDING & Co. (MOTORS), Ltd., official Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077.
S SERVICE reception in Mayfair, 15, Providence Court, North Audley St., Mayfair 5242. [85050]
CHARLES POLLETT, Ltd., officially appointed retailers and rep. agents.
S SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
S SPARE parts
S SERVICE: Barnsdale Yard, 38 Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0595/R]
Bond Minicar Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bond—Hamstead (Tube). [W4018/R]
PRIDE & CLARKE, Ltd., Bond Minicar buyers, h.p. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [W5068/R]
Bond Minicar Spares and Service
RAYMOND WATSON, Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest indications can be fitted to older models if required.
RAYMOND WAY OF KILBURN. [0627/R]
BORGWARD
1955 (July) Borgward Isabella 1500 saloon, colour blue/red, leatherette upholstery, genuine mileage under 150, taxed to end of year (owner unable to take delivery), absolutely as new, price £1,145.
MARTIN WALTER, Ltd., 145-7, Sandgate Rd., Folkestone (Tel. 3105). [0924]
BRISTOL
UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—60, Piccadilly, W.1. Grosvenor 4141. [1416/R]
1953 Bristol 403 saloon, single owner, possibly the best kept Bristol in the country.—Light Car Co. (Quality Cars), Derby. Tel. 43658. [8948]
ANTHONY CROOK—See and try the new 405, 110/115mph, 115mph, 4-door 4-seater, equally suitable for town (15mph in top) or country; orders accepted.
ANTHONY CROOK 1955 405, 4-door saloon, very low mileage, 1954 404 short chassis 2-door sports saloon, £2,595; 1954 405 2-door saloon, engine modified to 404 sports (110mph), small total mileage, specially painted in 1955 Bristol colour, £2,200; 1953 405 2-door saloon fitted some 1954 features, radio, £1,750; 1952 401 2-door saloon, very low total mileage for this model, £1,250; 1952 401 2-door saloon, supplied and maintained by us, radio, £1,350; 1950 402 drop head coupe, £900.
ANTHONY CROOK constantly changing stock of used Bristol; all spares, reconditioned engines, etc., in stock, ready for immediate fitting by works trained personnel; expert after sales service for new and used Bristol, supplied by us; we have been leading distributors of the Bristol car since its origin.
ANTHONY CROOK—Showroom High St., Esher, Tel. 4200, 20 minutes Waterloo. 20 minutes Weybridge. Hershman (Walton-on-Thames 667), 20 minutes Waterloo. [C1063]
1949 (Sept.) Bristol 400, radio, heater, very well kept and attractive car. £775.—Tel. 43658. Crawley, Hyde Park Corner, 33, Grosvenor Crescent. Mews, S.W.1. Slo. 5213. [C4036]
1948 Bristol 2-litre sports saloon, modifications include 401 type engine, exterior spares, etc.; open to any examination; £745; exchanges.—Weylyn Service Depot, Ltd., Hatfield 2178. [9520]
BRISTOL, 1951 "401" in maroon, radio, heater, "403" brakes, history available; £1,275; terms and exchanges.—Hunt's (Birmingham), Ltd., 199, Haxley Rd., Birmingham, 16, Tel. Edgbaston 2921.
J. H. BARTLETT—Bristol, late type 400 saloon, modified 850 engine, special rear seats at cost of nearly £400 by Bristol's, bills available, a really superb example with every extra and refinement; £280.—27, Pembroke Villas, W.11. Bay. 0523. [C1015]
BRISTOL—If you're seeking a Bristol 2-litre saloon, used or new, you cannot afford to ignore the Bristol distributors' demonstration 403 available any time, distance no object, part exchanges and confidential terms with pleasure; catalogue by return post.—Charles Cruickshank Motors, The "Bristol" centre of Bristol. Tel. 25360. [0474/R]
Bristol Cars Wanted
GOOD Bristol 401 required.—Ross Motors, Ltd., Hinkley, Leics. Tel. Hinkley 558. [7455]
PRIVATE purchaser, about 1949-50 Bristol.—89, Kingston Rd., Oxford. Evenings, Kidlington 3922. [9466]
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bristol.—Hamstead (Tube). 87-2, Ham. 6041. [W4018/R]
XXX Excellent cash prices for good Bristol cars.—N. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005]
YORKSHIRE'S Bristol distributors require good 402, history essential.—Baker of Leeds, Ltd., Harrogate St., Brigste, Leeds, 1, Tel. 2014. [9144]
BRITISH SALMON
BRITISH SALMON 1937 20/30 2 seater sports, good condition, fast, reliable.—Sprague, 30, Campden Hill Gardens, W.3. [9308]
B.A.S. Spares and Service
BAWNS BRISTOL, Ltd., for genuine Scout spares, also some second-hand.—170, Coronation Rd., 3, Tel. 63025. [2577]

B.S.A. Spares and Service
BASIL ROY, Ltd.—B.S.A. (Scout model); spares comprehensive stock, wholesale and retail.—161, St. Portland St., W.1. Langham 7735. [0144/R]
BUGATTI
BUGATTI 35hp coupe; £275.—J. Lemon Burton, Edgware Rd., N.W.2. Gladstone 7677. [0870/R]
BUGATTI type 57 4-door saloon by James Young; £575.—Tounth, 22, Bellingdon Rd., Chesham, W. Tel. Chesham 276. [9293]
BUGATTI Spares and Service
J. LEMON BURTON, Bugatti service, Londale Rd., Kilburn, N.W.6. Gladstone 7677. [0071/R]
BUICK
BUICK, reg. 1951.
THIS machine has been reconditioned throughout by the Buick agents at a cost of £500, and is equal to new; also repays black, new Whitwell tyres, twin spotlights, flashing indicators, etc., radio and heater; anyone looking for a bargain this is it; good reason for sale.—Ribble Paper Mills, Ltd., Walton-le-Dale, W. Preston. [9471]
H. C. PAUL, Ltd.
1951 Buick 41 D 4-door saloon, Dynaflow 16,000 miles; £1,095.—282, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C5040]
1952 Buick Riviera, very low mileage, heater, radio, loose covers, in immaculate condition.
SCOTT CARIS, 547, Finchley Rd., London, N.W.5. Tel. Hampstead 7779/8676. [C4016]
SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015]
1954-5 Buick special saloon, 7,000 miles only, fitted all extras, a really beautiful car.—Tel. Camberley 1600, Ext. 230. [8395]
BUICK Special 8 1950 4-door saloon, black/grey upholstery, radio, heater; £975.—Jack Olding & Co. (Motors), Ltd., May 5242. [C3030]
1952 Buick Dynaflow saloon, left-hand drive, dual carburettor, fitted radio, heater and every complete accessories, 14,000 miles; £1,325.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 233. [5591]
1951 Buick convertible, one owner since new, low mileage, all electric windows and hood, automatic gears, superb condition, private sale only; £1,600.—Box 5726. [9550]
£95—1939 Buick 5-seater drop head coupe, overdrive, good appearance and in sound mechanical order; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053]
1950 Buick Super saloon, Dynaflow clutchless 4-door, 1950 4-door saloon, black/grey, convertible extra; £775.—A. Owen (Hendon), Ltd., Tel. Col. 5189. Limousine, first registered June 1953. 35hp special Thrupp & Maberly, swept 7-passenger Coachwork, wide forward occasional, very beautiful condition, private owner, guaranteed, £425.—A. L. & SAUNDERS (Limousines), Purchased, Providence Court, North Audley Street, Mayfair 2941. [C1006]
1937-8 Buick Viceroy saloon, black with radio, exceptional condition; for quick sale, £250; seen after 6.30 p.m. week-end any time.—3, Wood Rd., Shepperton, Middx. [9309]
Buick Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers, Wembley 8681/3903. [W4015/R]
XXX Excellent cash prices for good Buick cars.—H. F. Edwards, 154, Great Titchfield St., Epsom, Surrey, Tel. Epsom 9400. [W2001]
SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R]
Buick Spares and Service
BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R]
CADILLAC
CADILLAC (first reg. July '53) special coupe de ville, 9,000 miles, most luxurious car; £2,675.—Taylor & Cranston, 82a, South Audley Street, London, W.1. (Row), Mayfair, W.1. Gro. 6681. [C4036]
1954 Cadillac 62 special saloon, 5,000 miles only, every conceivable extra, indistinguishable from new; £3,500.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]
1953 Cadillac 60 special, Fleetwood Denham body, air conditioned by Fridaire, 14,000 miles, electrically operated windows and seats, whitewall tyres, personal property of an Ambassador, colour grey.—Below.
1951 Cadillac coupe de ville, fully equipped, very low mileage, hydraulic drive; £1,850.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.5. Kensington 4853. [C4028]
CADILLAC Fleetwood 1949, dark green saloon, excellent mechanically and in appearance, radio, automatic gear change, Whitwell tyres almost unmarked, under 10,000 miles since last complete overhaul by Cadillac Dept. New York special, complete finish, rubber spray rust and sound proofing underneath, 2 private owners, trial by appointment; £1,250 o.n.o.—Harris, Goring-on-Thames. Tel. 150. [6928]
Cadillac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers, Wembley 8681/3903. [W4015/R]
JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.5. Kensington 4853. [W4028]
SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R]
Cadillac Spares and Service
CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R]
CHEVROLET
B. J. HUNTER, Ltd., offer:—
1950 Chevrolet saloon de luxe, all extras including radio and heater; £625.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Oldstone 6303. [C2040]

CHEVROLET
1955 Chevrolet Bel-Air 4-door saloon, R.H.D. radio, heater, 4,000 miles; £1,875.
1951 Chevrolet Fleetline saloon de luxe, L.H.D., Powerglide, radio, heater; £245.
1948 Chevrolet Fleetmaster saloon de luxe, R.H.D.; £595.
BRITISH & COLONIAL MOTORS, Ltd., (distributors for London & Home Counties), 13/14, Upper St. Martin's Lane, London, W.C.2 (Adl. Leicester Square Tube Station), Temple Bar 3588. [C1027]
SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015]
1953 Chevrolet, r.h.d., radio, heater, loose covers, immaculate.
SCOTT CARIS, 547, Finchley Rd., London, N.W.5. Tel. Hampstead 7779/8676. [C4016]
ROAKE AUTOS, 155, Stamford Rd., Croydon, offer 1946 Chevrolet (first registered 1949), fitted heater, black, good condition; £265.—Tel. Tho. 2160. [9313]
1948 Chevrolet, really delightful condition, radio and heater, superb condition; bargain figure, £445.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Kcl. 4703. [C1011]
1949 (registered '51) Chevrolet 4-door saloon, heater; £595.—Joe Thompson (Motors), Ltd., 91/95, Fulham Rd., South Kensington, S.W.5. Kensington 4853. [C4028]
!!! Grady's, Birmingham.—1951 (date guaranteed) Chevrolet 4-door r.h.d. de luxe saloon in superb condition, very moderate mileage, heater, Motorola radio, beautifully kept, truly outstanding specimen, written guarantee, £625; terms, exchanges, Grady's, 188, Wellington Rd., Perry Barr (Birchfield 4095). [C2029]
1952 (August) Chevrolet sedan, jade metallic, green with grey broadcloth interior, radio, heater, etc., magnificent car, wonderful performance, unbeatable economy, in first-class condition, owner deceased, must be sold to close estate; £225 or best offer.—19, Cannon Hill Rd., Coventry. Tel. Coventry 67350 to view. [9241]
Chevrolet Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8681/3903. [W4015/R]
BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Adl. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588. [W1027/R]
Chevrolet Spares and Service
CHEVROLET Concessionaires for the United Kingdom hold good stock of spares, same day service.—B. & C. Concessions, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [C4027/R]
CHEVROLET—Spares parts and service for cars and trucks; the Chevrolet distributors with large stocks and prompt service.—Green Ace Motors, Ltd., 301, Norwich Rd., Ipswich, Tel. Grundisburgh 10801/R.
CHRYSLER
GE
GENUINE 1946-7 left-hand drive 25hp 6-cylinder Plymouth special de luxe 4-door 6-seater 6-light saloon, new low front, spacious luggage compartment, finished black, Tartan covers, stainless-steel mouldings, heavy section bumpers, tone horns, etc., near-new tyres/bumper, recent engine recondition, outstanding value and most attractive example, written guarantee, 299gns; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amersbury Lane, Harpenden, Herts. Tel. 114. [C2000]
AUTOSALES (LONDON), Ltd., offer:—
1939 Chrysler 20hp saloon, one owner since new, finished in black, brown leather interior; £250.
1951 Chrysler Windsor de luxe saloon, r.h.d., fluid drive transmission, radio and heater; £1,075.—59-65, Belzise Rd., N.W.6. Mai. 5555-2155. [8920]
1955 Chrysler Plymouth Plaza saloon, one owner, 4,700 miles only, fitted 850 engine, radio and heater, indistinguishable from new; £1,695.—Halg's Motor Co., Ltd., Granada Rd., Southsea, Tel. Portsmouth 32267. [9453]
1952 Chrysler New Yorker, green with green nylon interior, fitted radio, heater, whitewall tyres and spot lamps, with hydramatic gears, whole car in immaculate condition throughout; £1,295.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016]
Chrysler Cars Wanted
AUTOSALES (LONDON), Ltd.
CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belzise Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. [0643/R]
Chrysler Spares and Service
AUTOSALES (LONDON), Ltd.
CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belzise Rd., N.W.6. Mai. 5555-2155. [0405/R]
CITROEN
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—
1952 Citroen Light 15 saloon, grey with red upholstery, very, carefully used car in excellent condition; £555.
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]
C. G. NORMAN & Co.
CITROEN Sole Distributors for the County of London. Service spares and replacement units. Fully guaranteed used models at competitive prices, always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 221. [0756/R]
TOM GARNER, Ltd., offer:—
1954 Citroen Light 15 saloon, black, heater, sun roof, 11,000 miles; £775.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Bickley 9265-6-7. [C3042]
£235—Citroen 12 saloon 1939, excellent condition.
£235—Shortt, Brockham End, Lansdown, Bath, Tel. 7116. [9593]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

AUTOMOBILIA, Ltd., offer:—

1949 (July) Citroen Light 15 4-door de luxe sun-shine saloon, black, red leather, heater, fog lamps, excellent condition. £425.—Automobilia, Ltd., Pipbrook Garage, Dorking 4304. (C1089)

£365—Citroen Light 15 1948 4-door saloon, exceptional mechanically, many other cars. BENMOTORS, 1, Clarendon Rd., Holland Park, W.11. Park 5066-7 (50 yrs. Holland Park Tube); ex-changes, h.p. (C1017)

1955 Citroen 6-cylinder, hydro-pneumatic suspension, 5,000 miles. Offers to: Whitehouse, 3, Parkside Gardens, S.W.19. Wm. 3389. (9274)

1953 Citroen Light 15 saloon, black with brown upholstery, radio and heater. £375.—Bentalls, Ltd., Kingston-on-Thames. Kingston 1001. (C1093)

1939 Citroen 12.8 saloon, recently resieved and resprayed, new battery, good tyres, radio, taxed rear; £210, o.n.o.—59, Alresford Rd., Winchester. Tel. 5823. (9439)

1951 Citroen Big 6, L.H.C., complete mechanical overhaul 4 months ago at a cost of £155; the whole car in excellent condition throughout; unrepeatable at £395. SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. (C4016)

£585—1953 Citroen 15 saloon (large boot), sun roof, extras, taxed Dec., immaculate; exchange considered. Brown, 126, Marsden Rd., Burnley, Tel. 4336 (evenings). (9262)

1952 (October) Citroen Light 15 saloon, red; £215; 1948 Citroen Light 15 saloon, grey. £375.—Kenish (Thames), Ltd., 564, Wickham Rd., Croydon, Tel. Springpark 3477. (C2047)

CASS'S Motor Mart—1951 (May) Citroen de luxe saloon, black, red hide, unblemished, genuine 31,000 miles, one owner, £515; written guarantee. 5, Warren St., W.1. Euston 4110. (C1040)

1948 (Nov.) Light 15, exceptional condition, maintained by enthusiast, new Solex, new battery and bumpers, H.V. coil, etc.; £355 o.n.o.—Tel. evenings Wroughton 291, extension 91. (9201)

325 gns.—Citroen Light 15 1948 saloon, sliding head, heater, leather, very good condition; terms, exchanges; lit. open 6-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1952 Citroen Light 15, autumn red, maroon upholstery, fitted radio, loose covers, recently overhauled, excellent overall condition, owner posted abroad; £500.—Hamilton, 17, Meadowbrook Rd., Dorking, Dorking 4356. (9107)

1954 Citroen Light 15 saloon de luxe, black, red hide, loose covers, twin carb. conversion, H.M.V. radio, screen washers, fog and pass lights, superb car; £695; terms, exchanges.—C.N.K. Motors, 553, Finchley Rd., N.W.3. Hampstead 5712. (C1052)

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

C.N.K. MOTORS are very good buyers of Light 15s.—353, Finchley Rd., N.W.3. Hampstead 5712. (9271)

LX GARAGES, Ltd., Ace Corner.—Consult the largest buyers of used Citroens in England.—North Circular Rd., N.W.10. Eps. 5595. (9371)

Citroen Spares and Service

SOUTH of the Thames

BALES of Croydon distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 5151-2. (0187/R)

SHRIMPSTON'S MOTORS, Ltd., Distributors, W.4. Showrooms, 242-4, Brompton Rd., S.W.3. Ken. 2111. (0187/R)

SPARES and Service: 157/143, High Rd., Chiswick, S.W.1 (Chis. 6159), and 47, Montrose Place, Halkin St., S.W.1 (Sloane 5492). (0271/R)

BOWES ROAD CRAGG & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48hrs; all spares stocked. (0985/R)

CROSSLEY

CROSSLEY 15.9hp car for sale (1954), good running order, well shod, preslector gear; offers.—Robertson, Delvine Gardens, Murthly, Perthshire, Scotland. (9276)

DAIMLER

RAYMOND WAY, East London Branch.

1947 Daimler 2½-litre saloon, royal blue with blue leather, many special extras include rim-embellishers, wing mirrors, spot light, etc., very nice example, 3 months' written guarantee, 469gns. or £165 deposit, balance 24 months. (9201)

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 773, High Rd., Seven Kings, Tel. Seven Kings 4666. (9909)

L. F. WARD, Ltd.

1949 Daimler 2½-litre saloon, excellent condition. £215.—L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath, Tel. 3347. (C4043)

1954 Daimler Century saloon, 11,500 miles

1951 Daimler Barker special sports coupe.

CARS purchased for cash, guarantee. (C1029)

103 New Bond St., London, W.1. Mayfair 6331.

CHARLES FOLLETT, Ltd., official Daimler agents.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and stores, Barnsdale Yard off Elna Ave., W.3. Cunningsham 5936. (C2010)

DAIMLER

GUY SALMON AUTOMOBILES offer:—

1954 Daimler Conquest saloon, black/beige leather, 11,000 miles, only 2500 from new, one owner, faultless condition; £1,255. (9201)

1951 (Nov.) Daimler special sports coupe, genuine 22,000 miles from new, black with blue lower half, really immaculate condition throughout; £1,165. (9201)

1950 Daimler Consort saloon, recently fitted replacement engine, black/brown interior, radio, excellent condition; £895. (9201)

1947 Daimler Straight Eight Hooper touring limousine with face-forward occasional seats, 26,000 miles from new, originally cost over £6,000, offered in faultless condition throughout; £1,885.—Fortnamouth Rd., Thames Ditton, Emsborough 5551-3. (C4001)

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 36hp touring limousine (July, 1952), black; £3,950.

DAIMLER 2½-litre coupe by Hooper (1951), black, red leather, power operated hood, a unique car; £2,950.

DAIMLER 2½-litre Century saloon (Nov., 1954), maroon, red leather, 2,000 miles only; £1,450.

DAIMLER 2½-litre special sports coupe (Sept., 1954), black, red leather, 2,000 miles only; £1,450.

DAIMLER 2½-litre Conquest saloon (Sept., 1953), black, red leather; £1,095.

DAIMLER 2½-litre Consort saloon (Aug., 1951), black, brown leather; £795.

STRATSTONE, 40, Berkeley St., London, W.1. (Mayfair 4404). (C4022)

GORDON CARS (LONDON), Ltd., offer:—

1953 Daimler Conquest saloon, maroon; £1,025.

1952 Daimler Consort saloon, green; £850.

1951 Daimler Consort saloon, green; £750.

1950 Daimler 2½-litre saloon, grey; £650.—373, Euston Rd., N.W.1. Eus. 6611. (C2023)

1951 Daimler Consort, heater, radio, in superb condition throughout; £755.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. (C4016)

1950 Daimler Consort saloon, black/brown, low mileage; £695.

DUNHAM & HAIRNES, 46, Castle St., Luton. 2100/1. (C1079)

1952 Daimler Consort, black, brown leather, one owner; car in new condition, guaranteed; £925.

1953 (Oct.) Daimler Conquest, 8,600 miles, one owner, spare unblemished; immaculate; £995.

RIPCO, Ltd. (Daimlers Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2923-4. (C3052)

DAIMLER Conquest 1954 saloon, green/green hide, one owner, 4,400 miles; £1,150.—Jack Olding & Co. (Motors), Ltd., May. 5242. (C3030)

DAIMLER—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists, Bristol 20091. (0867/R)

A&S GUARANTEED LIMOUSINES—1939 EL.24 Special Window 7-passenger Limousine, low mileage. £545.

1948 DE.36, Seven passenger Hooper Limousine, 35,000 miles, confirmed in very exceptional condition. This rare Limousine available shortly.

A LPE & SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2841. (C1006)

1936 Daimler 15 saloon, in first-class condition, 2,155 miles, terms, exchanges.—Newbery Cars, Muswell Hill, N.10. Tel. 2609. (9341)

1955 Daimler Conquest saloon, works mileage.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Belgrave 3721. (C3006)

1953 Daimler Consort saloon, finished maroon, radio, heater, £975, or exchange.—Kirkwood, Ltd., 292, Church St., Blackpool. (9525)

£987!!! 1953 Daimler Conquest saloon de luxe, spotless condition throughout, only one owner and bargain price. Beware. (9201)

£525!!! Daimler 2½-litre de luxe saloon, this vehicle must be seen to be believed, no one else looking at or driving this would believe it's this old, bodywork virtually brand new, interior leather unmarked, the finest we have ever had.

LAMB OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd., Finchley (East Finchley Underground), Finchley 6222-3-4. (C2052)

1935 Daimler 15hp saloon, black/grey, small mileage, excellent condition for age; £145.—Dorking Motor Co., Ltd., Dorking 2256. (C1088/1)

JACK ROSE, Ltd., offer: 1953 (July) Daimler Conquest in black, very clean inside and out; £865.—Stafford Rd., Wallington, Surrey. Wall 9677. (C3056)

1951 Daimler 2½-litre special sports coupe, maroon and grey, one owner, 26,000 miles; £1,100.—N. Taylor, 21, Albion Place, Leeds, 1. (9456)

1949 2½-litre saloon, black, green leather, very nice condition; £250.—Holland Park Automobiles, 142, Holland Park Ave., W.11. Park 5608. (C2095)

1954 (June) Century, 16,000 miles, radio, heater, one owner, as new; £1,225.—Tolworth Motors, Kingston By-pass, Tolworth, Elmbridge 2254. (C4081)

1953 (Nov.) Daimler Conquest saloon, bronze/green, small mileage, radio, loose covers, excellent cond.; £1,100.—Dorking Motor Co., Ltd., Dorking 2256. (C1088/1)

1953 Daimler Consort saloon, black with green leather upholstery, 55,000 miles, one owner from new; £925.—Coventry & Jeffs, Ltd., Bristol 20091. (0867/R)

1951 Daimler Consort saloon, excellent condition, one owner, fitted radio; £695.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Regent 5353. (C1018)

DAIMLER Regency saloon, dual silver grey with blue, blue interior, 3,500 miles, superb condition throughout; £2,150.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 245. (9706)

CASS'S MOTOR MART—1952 Daimler Consort 2½ saloon, black, unblemished, genuine 21,000 miles, one owner; £895; written guarantee.—5, Warren St., W.1. Euston 4110. (C1040)

DAIMLER

1951 Daimler Consort saloon, black, brown leather, heater, one owner, a fine car, positively unblemished; £795; written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East H Finchley, N.2. Finchley 0032-3-4, anytime. (C4025)

1953 (November) Daimler Conquest saloon, colour grey, mileage only 7,000, full guarantee; £1,095.—Winchester Motor Co., Ltd., Winchester, Tel. 5231-2. (9445)

DENHAM'S for Daimler, always a selection of good used cars available. See our advertisement under Daimler New Cars.—Denham Garage (Essex), Ltd., Tel. 2021, Bahr, Surrey. (C1100)

LATE 1953 Conquest, one owner, 12,800 miles, special L. peacock blue, recommended; £1,066.—Reading Automobiles (Weybridge), Ltd., 13-15, Caversham Rd., Reading, Berks. Tel. 3021. (9168)

1936 Daimler 13, Martin Walter, 4-door convertible, this well maintained, new tyres, fog lamp, green upholstery, ivory/black; £275.—66, Darland Avenue, Gillingham, Kent. 59713. (9112)

1948 Daimler 2½-litre sun saloon, black, red, heater, radio, screen washer, 2 owners, 39,000 miles, spotless; £326, taxed.—Welham, Surlington Hill Rd., Surlington, Essex. 1873. (C4070)

1951 (October) Consort saloon, black, brown leather, radio, heater, in superb condition; £795.—Johnson & Brown, 269-270, High St., Bromley, Ravensbourne 8941-2. (C2073)

1954 Daimler Conquest Century saloon, grey, blue upholstery, heater, H.M.V. radio, 15,000 miles, one owner; £1,250.—Moore (Weybridge), Ltd., 70, Baker St., Weybridge. Tel. Weybridge 3801. (9110)

1950 Daimler Consort saloon, one owner, maintained solely by the Daimler Company, chauffeur kept, an immaculate and faultless motor car; £795.—Below.

1952 2½-litre Daimler special sports coupe, genuine mileage 19,000, a most beautiful example of this model; £1,375.—J. P. Fudge, Bushby Heath, Herts. Tel. Bushby Heath 1695. (C2017)

ROSE & YOUNG, Ltd., offer 1955 Daimler Conquest saloon, 1,000 miles only, few weeks old, virtually new. £1,210.—65-69, Stenham Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station), Tulsa Hill 4464. (C3057)

BY order of executors, 1952 Daimler 2½-litre saloon, black, brown leather, loose covers, heater, one owner, quick disposal; £785.—Seymour & Clements, 10, Watford Way, Hendon Central, N.W.4. Watford 2146. (C407)

1953 Conquest saloon, 11,000 miles, heater, taxed, one owner, very exceptional, unmarked; reason for sale new Conquest convertible; A.A. inspection awarded 1955-1 & P. 10, Winchester Motor N.W.3. Pri. 6159. (8768)

1935 Daimler Straight-8 7-seater limousine by Hooper, new tyres, face-forward occasional upholstery in cloth, very clean and in super condition; must be seen to be appreciated; £245.—Wes. (London) 5315. (5155)

1953 Daimler Conquest saloon, black, fawn leather, one owner, 18,000 miles, meticulously maintained and hardly distinguishable from new; £995; exchanges, deferred terms.—John S. Truett, Ltd., 173, Westbourne Grove, London, W.11. Bar. 4274. (C4044)

1939 Daimler, 19.5 horse-power, small mileage, condition as new throughout, coachwork by Mulliners, colour black, recent complete overhaul; £345; h.p. terms and exchanges.—E.R.C. Services, 5, Summerland Gdns., Muswell Hill, N.10. Tudor 8075/Tel. 0285. (9312)

£395!!!—1939 model and registration Daimler 24hp seven-passenger limousine, series EL.24 long wheelbase with rear opening luggage boot, leather upholstery front and rear, wide type occasional division, a very good example indeed, excellent appearance and mechanical order on a car with most modern models, one of the best we have handled.

CAMPER MOTORS, Leighton Buzzard 2941, write for catalogue. Showrooms open until 8 p.m. (C1055)

Daimler Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

A&S require EL.24 or 36hp Limousines, good prices for genuine vehicles. (W4018/R)

A LPE & SAUNDERS LTD, Providence Court, North Audley Street, London, Mayfair 2941. (W1006)

ALMOST new Daimler required immediately.—54, Streatham Hill, S.W.2. Tulsa Hill 2676. (W3016)

DAIMLER 27 or 36hp 7-seater limousine urgently required, post-war, highest prices paid.—STRATSTONE, 40, Berkeley St., London, W.1. (Mayfair 4404). (C4022)

GOOD Daimler required immediately.—O. Edwards, Amersbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

27-36 hp modern 7-passenger Hooper Limousine, details please.—Woodbury, 11, Sheen Court, Drive, Richmond. (W1105)

WANTED, nearly new Daimler saloon, details and price; distance no object.—Green & Zonis, Ltd., 252-254, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. (W2026)

Daimler Spares and Service

KINGSTON-ON-THAMES—Daimler specialists for spares and service.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. (86053)

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherton Mews, S.W.7. Western 4541. (0154/R)

CROYDON—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kilmerdale Rd., Croydon 2773. (C4068)

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Tel. 7561. (0236/R)

DAIMLER and Lanchester repairs, spares, gear boxes a specialty; reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81 Clapham Rd., S.W.9. Reliance 1647. (0666/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DELAGE

1955 Delage late 1936 D6/70 sports saloon, sliding head, leather, l.f.s., excellent condition; terms: exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016]

1938 D6/70 Delage 4-door saloon. Cotal electric-change gearbox, genuine 35,000 miles only, one owner, interior and exterior description can only be described as immaculate. £465.—Langley Motors, Ltd., 25-27, Cornfield Rd., Eastbourne. Tel. 1859. [C4016]

DELOW

1951 (August) Delow 2-seater, well maintained with very lively performance.—Apply Hale's Garage, Ltd., The Square, Barnstable, Tel. 4161. [8761]

D.K.W.

B & M GARAGES, Ltd.
FOR D.K.W. cars, spares, exchanges and genuine first-class services.—B. & M. Garages, Ltd., 42a, St. Michaels St., W.2. Pad. 6877. [C0016/R]

REPAIRS: Guaranteed gear boxes, engines, parts, seat covers, cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Tel. 254. [194100]

GENUINE spares, service and maintenance.—Schenk Motor Engineering, 465, Stretford Rd., Manchester, 16. Tra. 0328. [2719]

DODGE

1954 Dodge Kingsway (Sept. '54), r.h.d., under 5,000 miles, new, £595.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, & W.3. Kensington 4558. [C4028]

1937-8 26hp 7-seater limousine, widest facelift, original paint, practical, unscratched, union condition, taxed. £295.—Gerald Leventon, Ltd., Rickmansworth. Tel. 3326. [19519]

REMARKABLE opportunity to secure no gears 1948 Dodge fluid-drive saloon, fitted heater, r.h.d., effortless and foolproof driving; £475; absolutely unrepeatable and incomparable bargain!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011]

DYNA-PANHARD

1952 750cc 4-door saloon, 12,000 miles, one owner, exceptional value; £625.—Holland Park Automobiles, 142, Holland Park Ave., W.11. Park 2626. [C2025]

FIAT

1940 Fiat 500 coupe, full fourseats, just recolloured and new hood. £235.
DICHS CAR SALES, Ltd., 335-401, High Rd., Kilburn, Maida Vale 6889-9. [C1072]

H. C. PAUL, Ltd.

1955 Fiat 1400 saloon, mileage 8,000, radio, loose covers; £695.—42, Bruton Place, Berkeley Square, W.1. Mayfair 0821/2. [C3040]

S. & S. MOTORS—1938 500cc cabriolet, good condition; £160.
S. & S. MOTORS—1939 4-seater 500cc, reconditioned engine; £190.
S. & S. MOTORS—1939 500cc hard top, recolloured black, reconditioned engine, exceptional car; £285.
S. & S. MOTORS—1951 1100cc Simca, l.h.d., immaculate; £375.
All above at 165A, Westbourne Grove, W.11. Bay 1844. [19137]

C. V. RUSHMER AUTOMOBILES, Official Fiat Agents.

600—1100, 1100 T.V. in stock.

1952 1100 E. show model, 9,000 miles, as new, guaranteed.

1955 500cc convertible, 1,000 miles only, guaranteed.—45, Holland Park Mews, W.11. Park 5751. [C3061]

ANTHONY CROOK, Fiat distributors. All new models on view, 14-16, High St., Esher, Tel. 4990.

USED cars available, service with specially trained staff.—Esher Road, Esherham. (Walton-on-Thames 687.) [C1063]

S & S MOTORS, Fiat specialists. Deal only in Fiat cars, new or second-hand; sales, repairs and spares.—Below.

S & S MOTORS—Generous allowances on your old Fiat, for new model, special delivery.—Below.

S & S MOTORS—1939 4-seater, excellent condition; £210.—195A, Westbourne Grove, W.11. Baywater 1644. [8413]

1100CC pillarless saloon, 1938 (November), 3 months guarantee; £150, £50 deposit.—R. J. Searle, Ltd., Molesey 2142/3. [C4069]

1939 (Oct.) Fiat 500, repainted, new hood, carpets, battery, engine overhauled; £195.—Ealing 1977. Evening Star 2626. [19225]

MAYFAIR GARAGES, Ltd. aim to give the finest value possible in used Fiat cars, and always carry a large selection of guaranteed models in stock at competitive prices.

MAYFAIR GARAGES, Ltd. also offer very early delivery of the new models and have 2,600 demonstrators in stock.—Below.

MAYFAIR GARAGES, Ltd. are able to take any make of car or m/cycle in part exchange for Fiat at highest allowances.—Below.

MAYFAIR GARAGES, Ltd. are still able to offer one or two new and unregistered 500cc Belvedere station wagons and convertible coupes.—Below.

MAYFAIR GARAGES, Ltd.—Four post-war models from £355 to £425.—Below.

MAYFAIR GARAGES, Ltd.—Three pre-war models from £195 to £265.—Below.

MAYFAIR GARAGES, Ltd.—Price list and copy of "The Autocar" now sent on request.—Below.

MAYFAIR GARAGES, Ltd. accredited West End Fiat stockists, Balderton St. (opposite Selfridges' clock), W.1. Mayfair 5104/5. Open 9-6, Sat. 9-11. [C3008]

BASIL GASK AUTOMOBILES are specialists in pre-war 500, 1100 and 1500 at moderate prices.—Contact us first at 200, London Rd., Kingston-on-Thames. Tel. Kin. 5422. [10291/R]

Fiat Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MAYFAIR GARAGES, Ltd. Top cash price for Fiat.—Balderton St., W.1. Mayfair 5104. (0895/R)

Fiat Spares and Service

FIAT 500 trouble? Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow, Byron 6028. [C325/R]

MAYFAIR GARAGES, Ltd. comprehensive Fiat service Balderton St., W.1. Mayfair 5104/5. [C632/R]

FIAT (ENGLAND), Ltd. Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Ferivale 5651. 'Grams: Fiat, Wembley. [C0905/R]

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used reconditioned bench-tested engines, starter motors, dynamo, radiators; springs in exchange; stamp list.—Derrington, 159, London Rd., Kingston 5621-2. [S1071]

FORD ANGLIA

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.
'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd. High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [C099/R]

AUTOMOBILIA, Ltd. offer:—

1953 Ford Anglia, Martin Walter Utilicon, beige heater, low mileage, one owner, exceptional condition; £395.—Automobilia, Ltd., Pippbrook Garage, Dorking 4504. [C1029]

1949 Ford Anglia saloon, green, radio, etc.; £285.
W. J. BROWN, Ltd. Ford Distributors for 30 years, 339, Finchley Rd., N.W.3. Hampstead 2284. [C1025]

1953 Anglia, one owner, small mileage, taxed; £365.
ERIC HAYES, Ltd. 11, Bishops Bridge Rd., Paddington, W.2. Ambassador 6266. [C2033]

1954 (Sept.) Ford Anglia, black, 4,600 miles, taxed December, immaculate; £515.—Hov. 7566. [19479]

ANGLIA, '53-'54, immaculate, 14,000 miles; £365.—Vic. 0996. [19108]

ANGLIA, 1955, 2,300 miles, heater, radio, screen-washers, Windstones, taxed, owner going abroad; £580.—Box 5712. [19261]

1953 (March) Anglia, one owner, fawn, spotlight, reconditioned engine, guaranteed; £375.—Campbell Symonds, Ferivale 4455. [C1037]

1955 model Anglia, heater, 9,400 miles; genuine bargain, £510.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045]

1953 Ford Anglia saloon, black with brown upholstery, taxed, one owner, £350.—Carris Motors, Ltd., 19, Weymouth Bridge, S.E.13. Lee Green 8585. [19096]

PRIDE & CLARKE, Ltd.—1954 Ford Anglia saloon, black/red, 6,000 miles, £559; 1955, black/brown, £599. Terms, exchanges; list; guarantee.—Stockwell Rd., S.W.9. Brixton 6251. [C3008]

BRITONS—1954 Anglia, Edinburgh green, 7,000 miles, one owner, heater, taxed year, as new; £560. Terms, exchanges.—18, Lexham Gardens Mews, W.8. Fremantle 9129. [C1104]

Ford Anglia Cars Wanted

D. DAGENHAM MOTORS, Ltd. wish to purchase Ford Anglia cars.—Used Car Department, Hyde Park 4070. [W1066]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Anglia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

W. HAROLD PERRY require Ford Anglia cars.—Used Car Dept., 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6621. [W3042]

H. A. SAUNDERS require Anglias and Populars for cash or in part exchange.—144, Golders Green Rd., N.W.11. Spendwell 0011. [W4004]

Ford (3 h.p.)

SIMPSON'S MOTORS (WEMBLEY), Ltd. English Car Sales Division offer:—

1939 Ford 3, choice of 2, £185; 1939 Ford 8, seat covers, 1935, 1947 Ford 8 utility, choice of 3, £245.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1938 Ford 8 saloon, good engine, tyres, battery, etc., very clean car; £180, or £200 deposit, balance 18 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7105/6. [C4071]

Ford Eight Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

W. HAROLD PERRY require Ford 8 cars.—Used Car Dept., 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6621. [W3042]

FORD POPULAR

1954 Ford Popular, extras; £335.—A. Owen (Hendon), Ltd., Tel. Col. 3185. [19550]

1955 Ford Popular, 2,700 miles, one owner, Bristol fawn, indicators; £415.—Sunny Hill 3359 and 0030. [C3074]

1954 Ford Popular, black, heater and many accessories; £395.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C3077]

1954 (May) Ford Popular saloon, grey/red, plated bumper and hub caps, 12,000 miles; £385.—Dobsons, Ltd., Staines 801. [C1074]

1954 Ford Popular, little used; £390.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 3512. [C4019]

1954 Ford Popular, almost as new; £385.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2065]

FORD POPULAR

1954 Ford Popular, black/red upholstery, 6,000 miles, carefully driven, as new; £395.—Box 5755. [19505]

1954 Popular, 7,600 miles, beige, practically as new; £330.—Beardmore, 26, Queensway, W.2. Barrowater 0136. [C1015]

1954 Ford Popular, Dorchester grey with blue leather upholstery, immaculate condition; £389; £133 deposit.
MCCLAREN & COX, Ltd. 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/9355. [C3063]

1954 (May) Popular grey, blue interior, flashers, loose covers, other extras, very carefully used, exceptional condition; £385.—Box 5635. [19163]

1954 (July) Ford Popular, grey, indicators, glove tray, 6,000 miles, one owner; £330.—Vanderhills, 215, Haverstock Hill, N.W.3. Friarrose 4441. [C4067]

PRIDE & CLARKE, Ltd.—1954 Ford Popular saloons, low mileage, several from £359; terms, exchanges; list; guarantee.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

1955 Ford Popular saloon, Bristol fawn with red, taxed year, nominal mileage only, as brand new; £395.—Coles Garages, Ltd., 42, Worpole Rd., S.W.19. Wimbledon 0195. [C1054]

1955 Ford Popular, black/red, 4,700 miles; £395. Exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022]

1954 Ford Popular saloon, black, red leather, heater, glove tray, excellent condition throughout, guaranteed; £355.—Kings Motors, 1, High St., Hounslow, Tel. 3532. [C2044]

345 gns.—Ford Popular 1954 saloon, parcel shelf, one owner, excellent condition, choice of terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C3018]

Ford Popular Cars Wanted

D. DAGENHAM MOTORS, Ltd. wish to purchase Ford Popular cars.—Used Car Department, Hyde Park 4070. [W1066]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Popular.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

W. HAROLD PERRY require Ford Popular cars.—Used Car Dept., 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6621. [W3042]

FORD PREFECT

PERRY'S OF HARROW
HAVE an excellent selection of post-war 10hp saloons available.
'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd. High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [C099/R]

GORDON CARS (LONDON), Ltd. offer:—

1953 Ford Prefect saloon, green, genuine 19,000 miles, one owner; £499.
373, Ruston Rd., N.W.1. Eus. 6611. [C2023]

1953 (August) Prefect, black, immaculate throughout; £465.
SEE us at the Hendon Show.—Jack Posner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2. [C3063]

1955 Prefect, genuine works mileage only, green, heater, taxed year; £645.
MAGDALEN MOTORS, Ltd. 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 7973. [C3005]

1947 Prefect, interior unused, garaged for long period; £290 o.n.o.—Pop. 4336. [19432]

FORD Prefect, 1950, 4-door saloon, green, recon. engine recently fitted; £345.—Below.

1950 Ford Prefect 4-door saloon, green, excellent condition; £375.—Robbins, East Putney, Tel. 7881. [C3610]

1955 (July) Prefect, 500 miles, heater, blue/grey, taxed December; £650 offers.—Box 5684. [19450]

1955 Prefect, black, heater, covers, mirrors, spot, immaculate; £630 o.n.o.—Ashted 3187. [19592]

1953 (May) Prefect, black, one owner, all good tyres, immaculate throughout; £425.—Tel. For. 1345. [19450]

1954 (Oct.) Ford Prefect saloon, black, leather, 3,000 miles only; £635.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077]

1955 Ford Prefect saloon, blue, quite new; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4955. [C1010]

1954 Ford Prefect, 9,000 miles, heater, extras; £625.—Sidney Marcus, Ltd., 23, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]

1950 Ford Prefect, beige, beige interior, heated heater, all good tyres, excellent condition; £365.—Hillwood Motors, Mill Hill (London) 4232. [19176]

1950 model Ford Prefect, excellent condition, extras; £335.—A. Owen (Hendon), Ltd., Tel. Col. 3185. [19450]

1949 Ford Prefect saloon, leather, reconditioned engine, unmarked, guaranteed; £375.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 5104. [C2053/1]

FORD Prefect 1954 4-door saloon, light blue/grey vinyl, wing mirrors, seat covers, heater, one owner, 7,500 miles; £625.—Jack Olding & Co. (Motors), Ltd., May 5242. [C3030]

1953 Ford Prefect, green, one owner; £425, hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035]

1946-7 Ford Prefect de luxe saloon, immaculate, recon. engine; £259.—G. P. (Baltham), Ltd., 2c, Baltham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-9. [C2024]

1950 Ford Prefect saloon, reconditioned engine, superb condition, guaranteed; £385.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middx. [C4053]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD PREFECT

- 1950** (Sept.) Ford Prefect saloon, heater: £395.—Montrose Motors (H. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3088)
- 1953** Ford Prefect, black, brown interior, excellent condition throughout; £355.—R. E. Currie & Co. Ltd., 105, Westbourne Grove, W.2, Bayswater 0085. (C1065)
- 1949** Ford Prefect saloon, black, one owner, recon. engine 2,000 miles ago, outstanding condition; £355.—Richards & Carr, Ltd., 55, Kinnerston St., South Benfleet 2272. (C2019)
- 1954** (October) Prefect, one owner, export model, r.h.d., Dorchester grey, 4,300 miles, virtually unmarked; £395.—Richards & Carr, Ltd., 55, Kinnerston St., S.W.1. Sloane 5424. (C3045)
- TANKARD & SMITH, Ltd.** offer 1950 Ford Prefect saloon, green/beige, low mileage, exceptional condition; £375; 3 months' written guarantee.—194-195, Kings Rd., Chelsea, S.W.3. Flaxman 4801. (C4025)
- 1953** (Jan.) Ford Prefect, black saloon, fawn and red leather, excellent condition, one owner, moderate mileage, taxed year; £405.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 5431-2. (C3011)
- 295 gns.**—Ford Prefect October 1948 saloon, black, green leather, carefully used; choice of 3 Prefects; terms, Open list, Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Ford Prefect Cars Wanted

- D** **M** **DAGENHAM MOTORS, Ltd.** wish to purchase Ford Prefect cars.—Used Car Department, Hyde Park 4070. (C1075)
- FORD** Prefect saloon required 1955, blue preferred.—"Greenways," 81, Alfreton Rd., Winchester. (W1010)
- ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford Prefect.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FORD (10 h.p.)

- GE** **1939** Ford 10hp 2-door 4-seater tourer in outstanding condition, extensively reconditioned, over £200 spent recently, nearly new all-weather equipment, full history available; written guarantee: 150 gns. hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. (C2000)
- £235**—1938 Ford 10 saloon, black, radio, demister, spotlight, parking light, etc., loose covers, immaculate.—Haverstock Garage, 50, Haverstock Hill, N.W.3. Goulter 2422. (C3076)
- Ford Ten Cars Wanted**
MARSTON MOTOR CO., Ltd. for your Ford 10.—Tel. Sta. 6000, Seven Sisters Rd., Tottenham, N.15. (0179/R)
- ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FORD CONSUL

- W** **HAROLD PERRY, Ltd.** 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—
- 1952** (December) Consul saloon, black, red leather upholstery, heater and radio; £375.
- 1953** (October) Consul, black, leather, heater, underseated, windtone horns; £395.
- W. HAROLD PERRY, Ltd.** 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)
- HPG** **A BLACK-AND-RED** Consul saloon, September, 1955, one owner, genuine mileage, just like new, heater and radio for the year, £390 or fair offer; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkwood 7260/3031. (C1086)
- BENTALLS, Ltd.**
- 1953** Ford Consul, beige with red upholstery, radio and heater; £395.
- 1953** Ford Consul, black with red upholstery, heater; £375.
- KINGSTON-ON-THAMES.** Kingston 1001. (C1003)
- CAR MART, Ltd.**
- 1953** Ford Consul saloon, heater, grey with red upholstery; £395.
- 1955** Ford convertible, heater, black with red leather upholstery; £775.
- C. MART, Ltd.** 297, Euston Rd., London, N.W.1. Euston 1212. (C1039)
- RAYMOND WAY.**
- RAYMOND WAY, East London branch.**
- 1952** Consul, fawn with biscuit interior, fitted radio, heater, Kimbellish wing mirrors, mascot, long-range head lights, spare wheel cover, etc., one owner; 6 months' written guarantee; 550 gns. or £190 deposit, balance 24 months.
- ASY** hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.
- RAYMOND WAY, 775, High Rd., Seven Kings.** Tel. Seven Kings 4066. (B906)
- RAYMOND WAY.**
- RAYMOND WAY OF KILBURN.**
- RAYMOND WAY, the hire purchase specialists.**
- 1953** Ford Consul, finished in pale blue, dark blue upholstery, fitted heater, taxed December, in outstanding condition throughout; 550 gns.
- HIRE** purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £200 to choose from.
- RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6.** R. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

FORD CONSUL

- CHIPSTEAD MOTORS, Ltd.** offer:—
- 1953** (July) Ford Consul, black, radio, heater, one owner; £395.
- CHIPSTEAD MOTORS, Ltd.** 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0058/7253/7135. (C1046)
- ALLAN TAYLOR (MOTORS), Ltd.** offer:—
- 1953** Ford Consul, colour fawn, leather upholstery, heater, taxed December; £375.
- HIGH ST., Wandsworth, S.W.18.** Tel. Vandyke 7222 (10 lines). (B571)
- ALAN & TABOR, Ltd.** Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—
- 1954** Ford Consul saloon, finished Winchester blue, heater, overriders, low mileage, immaculate condition throughout; £625; maximum h.p. terms available. (C1001)
- 1954** Ford Consul, black, red leather upholstery, heater and many extras; £645.
- Ford Consul**—Dorchester grey, heater, spot lamps, wing mirrors, etc.; £595.
- W. J. BROWN, Ltd.** Ford Distributors for 30 years, 359, Finchley Rd., N.W.3. Hampstead 2284. (C1025)
- 1953** Ford Consul saloon, blue, heater, loose covers; £395.—Hale Motors, Ltd., Tot. 7771 (4 lines). (C2077)
- 1953** Consul, exceptional car; £590.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. (C4019)
- WHY** second-hand! New Consul convertibles from stock.—Sherwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. (B532)
- 1953** Ford Consul saloon, leather upholstery and heater, perfectly maintained by regular service. (C1076)
- FERRARIS OF CRICKLEWOOD, Ltd.** 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C3008)
- 1951** (November) Ford Consul saloon, beige or brown leather, radio, heater, taxed year, one owner, nominal mileage; £520.
- ALWOOD GARAGE, Alwood Rd., Maidenhead, Tel. Littlewick Green 3076.** (C1107)
- 1953** Ford Consul, covers, heater, small mileage; £650; 3 months' guarantee; terms and exchanges welcome.
- JACK WILLIAMS MOTORS, Ltd.** 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)
- 1955** Consul, 800 miles, leather, heater; £725; written guarantee; terms, exchanges; trade enquiries welcome.
- HAROLD SIMONS, Ltd.** 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. (C4065)
- 1953** Ford Consul, 14,000 miles, one owner, heater, radio mast but no radio; £575.—L. F. Dove, 115, Addiscombe Rd., Croydon, Tel. Addiscombe 3066. (C1076)
- 1953** model Ford Consul, heater, one owner, excellent condition throughout; £545.—Kirkdale Cars, Cobble Corner, Sydenham, S.E.26. Sydenham 6129. (C2068)
- £525**!!! 1953 Ford Consul saloon, fitted heater, leather, exterior mirrors etc., only two owners, have maintained this beautifully, the finest we have had. (C2052)
- LAMBS OF WOOD GREEN (Est. 1897)** 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. (C2052)
- 1953** Ford Consul, black/brown leather, heater, one owner; £590; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. (C3022)
- 1954** Ford Consul convertible, ivory and ivory interior, heater, indistinguishable from new, one very careful owner, guaranteed; £775.—Kings Motors, 1, High St., Hounslow, Tel. 3522. (C2049)
- 1955** (April) Ford Consul, beige/red, 4,000 miles, heater, overriders, wing mirrors, under guarantee, as brand new; first £700.—28, Verdant Lane, S.E.6. Rit. 1128. (B9491)
- 1954** Ford Consul, choice of 2, black and green, and both cars highly recommended; £675 and £625, respectively.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)
- 1954** model Ford Consul, black, red leather, one titled owner, 9,000 miles, H.M.V. radio, heater, nylon seat covers; £635.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3335. (C1063)
- 1953** (Sept.) Ford Consul, blue, grey interior, low mileage, fitted heater, wing mirrors, etc.; this roomy 6-seater family car is practically like new; £595.—Hillwood Motors, Mill Hill (London) 6235. (B174)
- PRIDE & CLARKE, Ltd.**—1954 Ford Consul saloons, low mileage, radio, heater, several from £619; 1953, green/green, low mileage, heater, £559; 1952, heater, £499; terms: lists; exchanges; guarantee.—Stockwell Rd., S.W.9. Brixton 6251. (C3069)
- 675 gns.** Ford Consul 1955 model saloon, leather, radio, heater, passport, one careful owner, 10,000 miles, spare unused; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Ford Consul Cars Wanted

- D** **M** **DAGENHAM MOTORS, Ltd.** wish to purchase Ford Consul cars.—Used Car Department, Hyde Park 4070. (W1065)
- ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)
- A** **LMOST** new Consul required immediately.—54, Streatham Hill, S.W.2. Putney Hill 2676. (W3016)
- OW** mileage Consul required, good condition and low owner essential; no dealers.—Write 55, Beech Ave., Radlett, Herts. (B9324)
- FORD** Consul buyers.—Motourists (London), Ltd., Great North Rd., East Finchley Station, 771 Tudor 2201-2. (W3018)

Ford Consul Cars Wanted

- H. A. SAUNDERS** require Consuls for cash or in part exchange.—144, Golders Green Rd., N.W.11. Speedwell 0011. (W3004)
- W. HAROLD PERRY** require Ford Consul cars.—Used Car Dept., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (W3042)
- FORD ZEPHYR**
- W** **HAROLD PERRY, Ltd.** 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—
- 1953** Zephyr Six saloon, black, red leather upholstery, heater, seat covers, one owner, excellent condition; £595.
- W. HAROLD PERRY, Ltd.** 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)
- NEWNHAMS, Ltd.**
- 1953** Ford Zephyr saloon, excellent condition throughout; £595.
- NEWNHAMS House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646.** (C3024)
- B. J. HUNTER, Ltd.** offer:—
- 1954** Ford Zephyr convertible, low mileage, power hood, radio, heater; £625.
- B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303.** (C2040)
- GLANFIELD LAWRENCE, offer:—**
- 1953** Ford Zephyr saloon, grey/red leather, radio and heater, in outstanding condition; £645.—407, High Rd., N.12. Finchley 0091. (C2053)
- WARWICK WRIGHT, Ltd.** offer:—
- 1954** Ford Zephyr saloon, black with red upholstery, fitted radio and heater, 7,000 miles; £695.
- WARWICK WRIGHT, Ltd.** 150, New Bond St., W.1. Mayfair 9761. (C4045)
- GORDON CARS (LONDON), Ltd.** offer:—
- CONVERTIBLE.** 1953 Ford Zephyr, black, radio, heater, power-operated hood, 10,000 miles; £795.—375, Euston Rd., N.W.1. Eus. 6011. (C3023)
- CARTWRIGHT, HAMILTON CARS, Ltd.** offer:—
- 1953** Zephyr, black with red upholstery, a genuine one-owner car, regularly maintained, 20,000 miles and in superb condition throughout; £645, London office—489, Kensington High St., W.14. Western 6207. (B545)
- CHARLES POLLETT, Ltd.** official Ford agents.
- FORD Zephyr 1953** (Nov.). 1954 features, green and beige, loose covers, screen wash, heater, 2 wing mirrors, one owner, exhibition condition; 3 mths. guarantee; taxed year; part exchange and H.P. facilities; £645.
- SHERWOODS: 18, Berkeley St., W.1. Mayfair 6266.**
- SERVICE:** Works and stores, Barnadoes Yard, off Eddis Ave., W.9. Cunnansham 5956. (C2010)
- A** **CRES** offer 1953 Ford Zephyr saloon, black, beautifully kept and maintained; £585.
- A** **CRES AUTOS, Ltd.** 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. (C1002A)
- ZEPHYR** Sept. '53 leather upholstery heater, washers, 14,000, perfect; £620.—N. Kn. 4755 or Mar. 3363. (B906)
- 1952** Ford Zephyr saloon, Canterbury green, radio, heater, the condition of this car is as new; £575.
- W. J. BROWN, Ltd.** Ford Distributors for 30 years, 359, Finchley Rd., N.W.3. Hampstead 2284. (C1025)
- 1951** Zephyr, new engine recently, radio, heater, covers, spot, screen washers, immaculate; £545.
- SEE** us at the Hendon Show—Jack Pomer (Autos), 595, Hendon Way, N.W.4. Ren. 8011-2. (C3065)
- 1953** Ford Zephyr de luxe saloon, blue, leather, heater, radio, 12,000 miles only, one owner; £595.
- ALEXANDER ENGINEERING CO., Ltd.** Haddenham, A. Bucks. Tel. 345. (C1094)
- 1952** Ford Zephyr saloon, o/drive, 34,000 miles, green, excellent condition.—Salmons Garages, Ltd., Temple Bar 5354. (C2029)
- 1953** Zephyr, black with red leather, radio and heater, a one-owner car in immaculate condition, taxed year; £595.
- K. J. MOTORS, Ltd., Bromley, Rav. 3456.** (B935)
- 1954** Ford Zephyr saloon, blue with blue leather interior, fitted heater, taxed year, one owner; £635.—Putney 5770. (C3069)
- 1953** Ford Zephyr saloon; £585.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3088)
- WHY** second-hand! New Zephyr convertibles from stock.—Sherwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. (B532)
- 1955** Ford Zephyr, 6,000 miles, radio, heater, leather, taxed year, indistinguishable from new; £795.—Below
- 1952** Ford Zephyr, immaculate throughout, heater, leather; £535; H.P. terms, part exchanges.—Ford D. Sleeman, Ltd., 91, Cowley Rd., Uxbridge 5022. (C2049)
- 1953** (July) Zephyr saloon, black, red leather, heater, 18,000 miles, one owner, exceptional condition; £575.—Buckley, East Putney. Tel. 35010. (C3010)
- 1954** Ford Zephyr, blue/blue, heater, 9,000 miles; £675; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. (C3022)
- 1955** Ford Zephyr, green/brown, 8,000 miles only, heater and leather, immaculate condition; £735.—Saul & Slater, Ltd., 44, Alderman's Hill, Palmers Green, N.13. Fox Lane 1096. (C4002)
- 1951** Ford Zephyr, in black with red leather, heater nice clean car throughout; £495, terms, exchanges, etc.—Corner Garage, Gorton Rd., Tel. 26352. (C3035)
- 1954** (July) Zephyr saloon, black, radio, heater, leather, spot lamps, one owner, 10,000 miles, a fast car; £665.—Morley, St. Streatham Hill, S.W.2. Tel. 4485. (C3016)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

8000 miles only—1955 Ford Zephyr, black/red leather, heater, radio, Ace Rimblebushers. £595.—Jack Smith, 23, Bruton Place, W.1. Mayfair C6052

1951 Zephyr saloon, one owner, radio, heater, leather, moderate mileage, excellent appearance, fine performance; £495.—written guarantee; terms exchange; trade enquiries welcomed. HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0952-5-4, any time. C6065

1955 Ford Zephyr 1,000 miles only, leather, heater, Ace Rimblebushers, windscreen washer, in every way as new; £775.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. C5006

1953 Ford Zephyr saloon, black, red leather, heater, one owner, 16,000 miles, unmarked specimen; £595.—Broadway Motors, 67, High St. and Hanworth Rd., Hounslow, Middx. Hou. 0175. C9352

1953 Ford Zephyr, blue with grey leather upholstery, fitted with heater, windows, etc., one owner, low mileage, cost £375.—Cousway Motors (Surrey), Ltd., 107, King's Rd., Chelsea. Flaxman 7636 and Hove 30107. C10105

1953 Zephyr saloon, one owner, Laycock de Normanville overdrive, full Raymond May twin carburettor aluminium head conversion, every worth-while extra, modifications and extras cost approximately £250, immaculate, virtually faultless; £775.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. C5045

Ford Zephyr Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Zephyr cars.—Used Car Department, Hyde Park 4070. W1066

ALMOST new Zephyr required immediately, £54, Streatham Hill, S.W.2, Tel. Hillside 6621, offers.—C6016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hamstead (Tube), N.W.3. Ham. 6041. W4018/R

WANTED, 1953-54 Ford Zephyr, must have radio, heater and under 15,000 miles, and full-time. —Altwod Garage, Altwod Rd., Maidenhead, Tel. Littlewick Green 70: evenings and week-ends, Littlewick Green 3976. W1107

FORD ZODIAC

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers.—C6016

1954 green, all the usual accessories and refinements, low mileage, one owner, excellent condition; £725. C6016

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. C6043

NEWNHAMS, Ltd., (Oct.) Ford Zodiac, 7,800 miles, one owner, as new; £765. C6016

NEWNHAMS House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. C5024

WARWICK WRIGHT, Ltd., offer:—C6016

1954 (October) Ford Zephyr-Zodiac saloon, black with fawn and grey upholstery, fitted heater, 6,000 miles; £775. C6016

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9701. C6045

WOOD & LAMBERT, Ltd., main dealers. C6016

ZODIAC (July '54) grey/blue, De Normanville overdrive, N.M.V. radio, low mileage; £750. C6016

49 Stamford Hill, N.16 (Sta. 3434). C6016

£825—1955 Ford Zodiac saloon, grey, 2,000 miles, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. C1010

1955 Ford Zodiac, 5,000 miles, fitted radio, inductionless Magna from new; £825.—Mayfair 9701, cus. Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. C5006

JACK ROSE, Ltd., offer: 1954 model Zodiac with overdrive in green and grey, interior to match, almost unmarked; £895.—Stanford Rd., Wallington, Surrey. Wall. 6677. C5056

1955 model Ford Zodiac saloon, first registered 14/9/54, blue/grey, one owner, low mileage, very good condition; £785.—Herbert Robinson, Ltd., Cambridge 4461. C6016

1954 Ford Zodiac, in green and grey, with 2-tone upholstery, one careful owner, heater, screen washer, whitewall tyres and all extras, superb condition; £745.—Hillwood Motors, Mill Hill (London) 7652. C6016

!!! £735.—1954 Zodiac, grey/green, 14,000 miles, one owner, radio, heater, whitewall tyres, screen-washers, wing mirrors, twin spotlights, reversing lamp, fine condition throughout; written guarantee; terms, exchanges; trade enquiries welcomed. HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0952-5-4, any time. C6065

1955 (April) Zodiac saloon, green and grey, one owner, private owner, mileage 3,400, as new condition, taxed year; £815.—Lodden Bridge Motors, Ltd., Earley, Nr. Reading, Berks. Reading 81602. C6016

FORD (V.8)

1949 Ford Pilot, excellent condition; £289. SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. C6016

FORD V.8 station wagon, cash.—Norbury, Maidenhead 2354. C6016

1951 Pilot saloon, radio, heater, immaculate throughout; choice of 2; £438. SEE us at the Hendon Show—Jack Pozner (Autos), 335, Hendon Way, N.W.4. Hen. 8011-2. C5063

1949 consultant's superb Pilot, owner-driven; unspotted; oil, £310.—Pop. 4536. C6016

1949 black, heater, radio, taxed; £335.—Gerald Leventon, Ltd., Rickmansworth. Tel. 3326. C6016

1950 Ford Pilot, radio; £310; payments—Oldfield, 398, Kensington High St., W.14. W6 6651. C5029

FORD (V.8)

1951 Ford Pilot, black, radio, heater, many extras; £595.—Yare Motors, Archway Rd., Highgate, N.6. Mountview 9039/5306. C6074

1948 Ford Pilot saloon, heater; £285.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-4. C5068

1949 heater, low mileage, really exceptional condition; £325.—Tate & Hitchins, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Tel. Speedwell 9873. C5069

1946 Ford Mercury 6-seater drop head coupe, r.h.d., radio, heater, 90 m.p.h., looks a million; £350 or £120 down.—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490. C6104

1949 Ford Pilot saloon, black with brown leather, fitted radio and heater, new tyres, in very nice condition throughout, 3 months' guarantee, taxed; £325.—Cole, Garages, Ltd., 42, Worples Rd., S.W.19. Wimbledon 0195. C1094

1949 Ford Pilot saloon, black/brown hide, heater, in very sound and reasonable condition throughout, taxed; terms arranged; £285.—Kingshorpe Garage, Ltd., 50, Harborough Rd., Northampton. Tel. 985. C6023

GOOD Ford Pilot required.—O. Edwards, Amhurst Lane, Hendon, Bucks. Harpenden 118. W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Pilot.—Hamstead (Tube), N.W.3. Ham. 6041. W4018/R

FORD CUSTOMS

1949 Ford Customs 4-door saloon; £550. SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. C6016

AMERICAN FORD

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." C6015

FORD Customs V.8 4-door saloon, radio and heater; £550.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. C6028

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4606-7. C6016

£395!!!—Right-hand drive American Ford V.8 6-seater touring saloon, 1948-9, fully chromed mouth-organ front, rich leather interior, 4-door modern styled bodywork, excellent appearance and in first-class mechanical order. C6016

CAMDEN MOTORS, Leighton Buzzard 2041.—Write for catalogue, showrooms open until 8 p.m. C1033

1953 Ford Customline 4-door saloon, a full de luxe model with every extra including radio, whitewall tyres, low mileage, one owner; terms, exchanges; £1,175.—D. P. Wyatt, Ltd., 51-53, Fortune Green Rd., West Hampstead, London, N.W.8. Hampstead 9958. C6084

American Ford Cars Wanted SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Ford buyers. Wembley 8691/8903. W4015/R

UTILITY—FORD OR OTHER BODIES 1946 Ford 8hp Martin Walter Utilecon, grey, immaculate; £225 or £75 down.—Gray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490. C1024

Ford Miscellaneous Cars Wanted ALLAN TAYLOR (MOTORS), Ltd., C6016

HIGH ST., Wandsworth, S.W.18. C6016

MAIN Ford dealers. C6016

LARGE stock of genuine Ford parts. C6016

VANDYKE 4433 (5 lines). C6016

PRIVATELY owned Ford Prefect or Anglia.—S. Brae Court, Kingston Hill, Surrey. Tel. Hill 2768. C6016

FORD Spare and Service C6016

THE best service only, highly skilled mechanics with efficient supervision. C6016

NORMAND, Ltd., 408-9, King St., W.8. Riv. 3665. C6025

FRANK J. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, services and all spares. C6016

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models, Ford recommended engines, recommended BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagham, Rainham 770 (8 lines). Also 68, High St., East Ham, E.6. Grangeview 1156. C6016

Frazer Nash Cars Wanted ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hamstead (Tube), N.W.3. Ham. 6041. W4018/R

FRAZER NASH-B.M.W. 345 ens.—Frazer Nash-B.M.W., 1939 328 sports convertible, silver grey, red leather, excellent condition; terms, exchanges, etc. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. C6016

1939 (registered 1940) Frazer Nash-B.M.W. type 321, 2-litre 4-seater cabriolet, one owner since new, always maintained here, recoloured, new hood; £325.—A. P. N., Ltd., London Rd., Isleworth. Hou. 0011. C6015

J. H. BARTLETT—Frazer Nash-B.M.W., very special J short chassis, rebuilt 328 engine, close ratio gear box, high axle ratio, large 800hp, fitted 2-door saloon body, (new) 800hp, 5000hp, complete with radio, heater, spot lights, new tyres, etc.; £375.—27, Pembridge Villas, W.11. Bay. 0523. C1018

ANTONY CROOK offers very special 328 Grand Prix 2-seater, coachwork as in 1954 condition, engine has been specially built with large crankshaft and centre balance, weight as per Grand Prix cars, specially tuned best test results, 100 m.p.h. more than standard, a car of extreme character with exceptional road holding; £325.—Anthony Crook, High St., Esher, Tel. 4580. (Hire purchase available. C1083

Frazer Nash-B.M.W. Cars Wanted ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hamstead (Tube), N.W.3. Ham. 6041. W4018/R

GORDON

1955 Gordon 3-wheeler, 60mpg, taxed and insured; £250.—"Dawn", Mill Lane, High Slington, Worthing. Swanedan 286. C6031

HEALEY

RAYMOND WAY, the hire-purchase specialists. RAYMOND WAY OF KILBURN. C6047

1948 Duncan Healey 2½-litre sports 2-str. finished British racing green, amazing performance, taxed, history available; £249s. HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. C6047

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Made. Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). C6047

BROOKLANDS; individuality. C6047

1953 Healey 2.4-litre d.h. coupe. C6047

1953 Healey 2.4-litre Tickford saloon. C6047

CONFIDENTIAL terms; cars purchased for cash. 103, New Bond St., London, W.1. Mayfair 8351. C1029

GLANFIELD LAWRENCE, offer:—C6016

1948 Healey 2½-litre saloon, with special coach-built Simca body, a truly distinctive car; £445.—407, High Rd., N.12. Finchley 0091. C6053

CHIFFEST MOTORS, Ltd., offer:—C6016

HEALEY Silverstone, 1950, unmarked, in red, modified and maintained regardless of cost, specimen car for performance; £545. C6016

CHIFFEST MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. C6016

1950 Elliott saloon, sliding roof, heater, 36,000 miles; £560.—Tho. 3473. C6016

J. H. BARTLETT—Healey 1951 Tickford saloon, radio, heater, sunshade roof, one owner, choice of 3 at £675, £625 and £595.—27, Pembridge Villas, W.11. Bay. 0523. C1013

1951 Tickford Healey 3½-litre saloon, heater, radio, excellent condition throughout; £725.—Norman Price, 564-554, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. C5089

HEALEY Tickford 1951 saloon, grey with red leather interior, maintained by enthusiasts from new; price reduced.—Lisle's Garage, Ltd., 50-52, Broad St., Birmingham, Mid. 5574. C6016

ROSE & YOUNG, Ltd., offer: 1949 Healey Sports mobile 4-seater sports, exceptional condition, blue; £525.—65/69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tel. Hill 8464. C5057

Healey Cars Wanted RICHARDS & CARR, Ltd., buy Healeys.—35, Kinnerton St., S.W.1. Sloane 5424. C5045

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hamstead (Tube), N.W.3. Ham. 6041. W4018/R

HILLMAN 10

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—C6016

1954 Hillman Minx Mark VII convertible, black with heater and wheel trims, very nice condition; £625. C6016

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. C6043

CAR MART, Ltd., C6016

1954 Hillman Minx 21 model saloon, heater, grey with red upholstery; £625. C6016

1953-54 Hillman Minx 21 model saloon, heater, green with beige upholstery; £595. C6016

CAR MART, Ltd., 16, Oxbridge Rd., Ealing, W.5. Ealing 6600. C1039

NEWNHAMS, Ltd., C6016

1952 Hillman Minx saloon, excellent condition; £525. C6016

NEWNHAMS House, 235/7-9, Hammersmith Rd., London, W.6. Riverside 4646. C5024

METROPOLITAN MOTORS, C6016

HILLMAN, Humber, Sunbeam, Commer. C6016

1952 Hillman Minx saloon, low mileage, fitted heater, etc., one fastidious owner, taxed; £525. C6016

1953 Hillman Minx saloon, low mileage, one owner, perfect condition, taxed, choice of 21 from £555. C6016

1954 Hillman Minx saloon, fitted many extras, taxed, supplied and serviced by ourselves, choice of 2: from £600.—Metropolitan Motors, Hors Lane, Acton, W.3. Acton 5064. C3000

H. A. SAUNDERS, Ltd., offer:—C6016

CHOICE of several small mileage models from £595. C6016

836—842, High Rd., N.12. Hillside 5272 (8 lines). C6016

PHENIX MOTOR CO. (SURREY), Ltd., C6016

FOR all Rootes Group products. C6016

1954 Hillman Minx Mark VII saloon, black and red, fitted heater, 19,000 miles only; £613. MANY other models available. C6044

PHENIX MOTOR CO. (SURREY), Ltd., Florida House, High St., Sutton, Surrey. Vigilant 1121. C6044

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10
WARWICK WRIGHT, Ltd., offer:—

1954 (October) Hillman Minx Mark VIII saloon, mountain grey with red upholstery, fitted heater, 9,000 miles; £695.

1954 Hillman Minx Mark VII saloon, black with red upholstery, 5,000 miles; £650.

1954 Hillman Minx Mark VII convertible coupe, green with dark fawn upholstery, 11,000 miles; £695.

1953 Hillman Minx Mark VI saloon, black with red upholstery, fitted heater, 17,000 miles; £575.

WARWICK WRIGHT, Ltd., 150, New Bond St. W.1. Mayfair 9761. (C0405)

ELM AUTOBALES (MORDEN) offer:—

1953 (Sept.) Hillman Minx saloon, in blue with red leather, fitted many extras, 15,000 miles, one owner, completely immaculate throughout; £595.—28-30, Abbotts Rd., Morden. Cherrywood 1615. (C2087)

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Phase V Hillman Minx drop head coupe, low mileage, and fitted radio, heater and etc., a specimen used car; £555.

1953 Phase V Hillman Minx saloon, fitted H.M.V. radio, heater, seat covers, overriders, taxed year, in exceptional condition throughout; £555.

1951 Hillman Minx saloon, finished in claret and cream and fitted heater, overriders and wing mirrors, in very good order £495.

1951 Hillman Minx drop head coupe; £400.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C0304)

1952 Hillman Minx drop head coupe; £495.

1950 Hillman estate car; £485.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Epping. Tel. 1171-2.

MONTROSE MOTORS (N. H. Boswell), 91-95, Epping New Rd., Epping. Tel. 1171-2. (C0308)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

LATE 1954 Hillman Minx saloon, radio, heater, etc.; £655.

MAILBOROUGH Works, Kenton. Tel. Wordsworth 7905 (5 lines). (C1030)

HILLMAN 1939 model 10hp saloon, clean inside and out; £175.—Box 5634. (C1952)

1954 Hillman estate car, light green; £575.—Box 5750. (C1918)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1946 Hillman Minx, £545; 1939 Hillman Minx, black, £195; 1947 Hillman Minx saloon, £345; 1940 Hillman Minx, £195.—355, High Rd., Wembley, Middx. Tel. Wembley 4492. (C0401)

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer:—

1953 Hillman Minx Mark V saloon, finished blue, one owner, excellent condition throughout; £550 maximum h.p. terms available. (C1001)

1939 Hillman 10hp drop head four-seater coupe, clean condition; £195 or £25 down.

1940 Hillman Minx 10hp 4-door saloon, post-war appearance; £225 or £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1034)

1955 Hillman Californian saloon, ohv engine, 1,500 miles; also:—

1955 (March) Hillman saloon de luxe, 5,500 miles, ohv engine, 3 months' guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 5. Tel. Deansgate 3325-6. (C2028)

1954 Hillman Minx, grey/red, heater, low mileage; £690.—Odeon Motors, Ltd., Bar. 1144. (C3028)

1955 Hillman Minx de luxe saloon, June delivery, 200 miles only, taxed; £735 or offer.—Box 5311. (C2059)

1953 (Oct.) Hillman Minx Phase VI saloon, black, red leather, loose covers, good tyres, car in excellent condition, one owner, taxed year; £575, below.

1953 (June) Hillman Minx Mark VI saloon, green, heater, genuine one-owner car carefully driven for 19,000 miles only, taxed year; £595.—Below.

1952 (Sept.) Hillman Mark V saloon, grey, brown leather, heater, one owner, moderate mileage, taxed year; £515.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C3011)

1953 (Sept.) Minx, 16,000 miles, excellent condition, one owner; £590.—Ken. 4735 or Mac. 3363. (C3084)

£165—1938 Hillman 10 de luxe saloon, very clean car, terms.—Autonips, 5, Balham High Rd., Balham 1509. (C1009)

1953 Minx Estate, in magnificent condition throughout; £595; written guarantee, terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.6. Finchley 0052-3-4, any time. (C0405)

1953 Hillman Minx, one owner, excellent condition; £565.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. (C2068)

AZ MOTORS offer Hillman Mark V 1952 convertible; compare price, £475/11-100, Palmerston Rd., N.W.6. M.1. 4725. (C1011)

1955 Hillman Minx de luxe saloon, spares mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. (C3006)

1953 Hillman Minx saloon, claret, fawn leather, one careful owner; £535.—Dr. Oudon-Lange, Highams Park, E.4, Larkwood 1614. (C2428)

1950 Hillman Minx saloon, green, brown leather, heater, covers; £445.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9359 and 5306. (C4074)

1938 Hillman 10 de luxe saloon, engine completely overhauled, & really clean car, spares; £175.—A. Z. Motors, Palmerston Rd., N.W.6. Tel. Mai. 4723. (C1011)

£369—1946 Hillman estate car, one owner, low mileage; 27,000 miles.—Haverstock Garage, 50, Haverstock Hill, N.W.3. Gulliver 2422. (C1011)

1953 Hillman Minx, one owner, low mileage; £545; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2095)

HILLMAN 10
BRUTONS, 1938 Minx drop head, engine rebored, new hood, well shod, new steering, showroom condition; £245. Terms, exchange.—18, Ladbroke Gardens, W.8. Fremantle 9129. (C1104)

£515—1952 Hillman Minx de luxe saloon, one owner, beautiful condition throughout, speedometer reading 24,000, whole vehicle like brand new.—Below.

£335—1947 Hillman 10 drop head four-seater, beautiful vehicle, drive-away price.

LAMBS OF WOOD GREEN Est. 1897.—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6221-4. (C2052)

1955 (April) convertible, ohv, black, brown leather, 5,900 miles only; £695.—Mayday Motors, Ltd., Mayday Rd., Croydon. Thornton Heath 3473-4-5. (C2052)

£495—1952 Hillman Minx drop head coupe, one owner, excellent condition.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. (C2065)

1953 Hillman Minx convertible, finished in grey with red interior, fitted heater, loose covers, immaculate condition throughout; £565.—R. S. Currie, 105, Westbourne Grove, W.2. Bayswater 0085. (C1085)

475—Hillman Minx late 1951 Phase IV coupe, with verticle Cambridge, black, heater, P.V.C. hood, excellent condition; terms, exchange.—Rowland Smith, Below.

445—Hillman Minx 1951 Phase IV saloon, painted green, carefully used; terms, exchange.—Rowland Smith, Below.

275—Hillman Minx 1946 de luxe saloon, sliding sunroof, leather, seat condition; terms, exchange; list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6341. (C0418)

1953 (August) Hillman Minx Mk. VI saloon, quartz blue/red, heater, overriders, wing mirror, one owner, taxed year, guaranteed mileage 15,100 and quite definitely like new; £575.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends. Littlewick Green 3076. (C1107)

1953 (January) Hillman Mark V saloon, grey with red interior, heater, one owner only, good condition; £495.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. (C1073)

1953 Minx Mark VI saloon, one owner, heater, sunroof, etc., excellent condition; £545.—Richards & Carr, Ltd., 38, Kinnerston St., S.W.1. Sloane 5424. (C3045)

HILLMAN Minx d.h. coupe, 1953 (Dec., 1952), black and red, 28,150 miles, extremely well maintained throughout by one careful owner, guaranteed; £545 cash, deferred or part exchange.

E. J. BAKER & Co., Ltd., Dorking 3822. (C0857)

1954 Hillman Minx saloon, claret with fawn interior, fitted heater, low mileage, and in showroom condition throughout, taxed; £625.—Coleman Garages, Ltd., 42, Worpole Rd., S.W.19. Wimbledon 0195. (C1054)

£335—1948 (Sept.) Minx d.h. coupe, carefully maintained, two owners, original hood and carpets all excellent, new engine, 9,000 miles, exceptional mechanically, excellent grey cellulose, taxed.—Hampstead 7871. (C2229)

JACK ROSE, Ltd., offer: 1953 Hillman Minx saloon in blue almost unmarked, 15,000 miles. £585; also 1951 Minx, black with heater, open to any examination, £435.—Stafford Rd., Wallington, Surrey. Wall 6677; also High St., Banstead, Burgh Heath 2776. (C5055)

1939 Hillman 10 saloon, good engine, tyres, battery, etc., clean body; £195 or £65 deposit, balance 18 months' instalments, insurance.—Tulse Hill Motors, Ltd., Tulse Hill, Brighton, W.1. Tel. Tulse Hill 7105-6. (C0471)

1952 Hillman Minx four-seater convertible coupe, light blue, red leather, heater, radio, many extras, excellent condition throughout, guaranteed 3 months; £525.—K.L.M. Motors, Ltd., Coulsdon, Surrey. Tel. Upland 4341. (C2126)

HILLMAN 14
1938 Hillman 14 black saloon; £90.—Ken. 6132. (C0463)

HILLMAN HUSKY
HILLMAN Husky 1955 (March), small mileage, heater, taxed year; £555.—Weibek 0542. (C3085)

1955 Hillman Husky estate car, quite new; exchanges, etc.—Autowork, Ltd., Southsea, 85 Winchester. Tel. 4965. (C1010)

1955 Hillman Husky, 120 miles only; £650.—British & Colonial Motors, Ltd., 15-14, Upper St., Martin's Lane, London, W.C.2 (adj.) Leicester Square Tube Station). Temple Bar 3588. (C1027)

Hillman Cars Wanted
R
S
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Hillman—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

R
ROOTES, Ltd.,
DISTRIBUTORS.
REQUIRE modern low-mileage Hillman cars.
BIRMINGHAM—Lower Temple St. (Central 8411).
MANCHESTER—129, Deansgate (Blackfriars 6677).
MAIDSTONE—(Maidstone 3333).
CANTERBURY—(Canterbury 3232).
WROTHAM HEATH—(Borough Green 4.)
ROCHESTER—(Chatham 2211).
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (C1010/R)

ALMOST new Hillman required immediately—54, Streatham Hill, S.W.2. Tulse Hill 2675. (W3016)

EMA, Ltd., Grove Rd., Southsea, Portsmouth 2195. (C0409/R)

Hillman Cars Wanted

H. A. SAUNDERS require Minx saloons and coupes for cash or in part exchange.—144, Golders Rd., N.W.11. Speedwell 0011. (W4004)

Hillman Spares and Service**NORMAND, Ltd.**

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3565. (C024)

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well equipped & works servicing, rebores and complete overhauls, spare parts stocked.—79-81, New King's Rd., Fulham, S.W.6. Renown 1183. (C076/R)

HOTCHKISS

HOTCHKISS (April) 1936 Paris nice 3½ saloon, extensively overhauled £250, or offers.—Box. 5069. (C1214)

1938 Hotchkiss Gran Sport saloon, very good all round condition, £260 o.n.o.—Mansley 3419. (C1055)

G & M ALFRED (1936), Ltd.—1950 (series) Hotchkiss 4-door Paris-Nice model, late property of the late Lord St., above average condition throughout.—6-7 Warren St., W.1. Euston 3245. (C1005)

H.R.G.

GE
1948 absolutely outstanding 1496cc H.R.G., fully streamlined aerodynamic 2-seater hardtop coupe, with graceful sweep tail, incorporating spacious luggage compartment and totally enclosed rear wheel, immaculate British Racing green cellulose, silver wheels, finest beige leather upholstery with matching accessories, most comprehensive instrument layout, radio, windscreen washers, modified rear suspension, high compression engine, twin Amal racing carburetors, twin S.U. petrol pumps, close ratio gear box, one of the fastest H.R.G.s in existence, written guarantee, £425ms; hire purchase, part exchanges.—Gifford Edwards, Ltd., Ambury Lane, Harpenden, Herts. Tel. 112. (C2000)

345—H.R.G. 1947 1½-litre dynamic sports 2-seater, excellent condition; terms, exchange; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead 6041. (C0418)

H.R.G. Cars Wanted
GOOD H.R.G. required immediately.—O. Edwards, Ambury Lane, Harpenden, Herts. Harpenden 112. (W2000)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for H.R.G.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

J.R.G. Spares and Service
CHARLES FOLLETT, Ltd., have a large stock of SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6366.

SPARE parts.
SERVICE: Barnsdale Yard, off Egin Ave., W.9. Tel. Cunningham 5936-7-8. (C054/R)

AUTOSALES (LONDON), Ltd., offer:—

1950 Hudson Pacemaker de luxe saloon, fitted radio and heater, finished in green, an exceptional car; £750.—59-65, Belisle Rd., N.W.6. (R021)

1939 16.9 saloon, sun roof, really faultless running, 25mpg, taxed; £250.—Gerald Leventon, Ltd., Rickmansworth, Tel. 3324. (R021)

1955 Hudson Hornet saloon, mileage under 2,000, fitted radio, overdrive, whitewall tyres, spot lights, heater and a host of extras, cost of this car over £2,700, demonstration anywhere; £2,100.—G. Barnard & Sons, Ltd., Stowmarket. Tel. 621 (5 lines). (R040)

Hudson Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 8691 and 3905. (W4015/R)

Hudson Spares and Service
MANCHESTER—Hudson spares and repairers.

A FREEMAN, Ltd., Grosvenor Garage, Burness Lane, Manchester, 19. Rus. 2874-5. (C0061/R)

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 362; first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. (C0061/R)

HUMBER
FOR disposal.

1952 Model Humber Super Snipe, 5-seater, 4-door saloon de luxe, one owner and first registered April, 1952, mileage run 48,000, bodywork finished in gun metal grey with grey hide upholstery, bodywork is free from superficial damage and has been very well maintained throughout, fitted with almost new tyres and many extras, mechanically sound throughout; £575, offers considered.

FOR further details apply.
WARWICKSHIRE COUNTY COUNCIL, County Transport Repairs Department, Montague Rd., Warwick 541. (C1942)

SWANMORE GARAGE, Ltd.
1955 Humber Super Snipe saloon, grey with grey hide upholstery, whitewall tyres, Ace rim, bellishers, radio, heater, one owner, low mileage, tax paid, practically new; £1185.

1950 Humber Super Snipe, one owner, fitted home covers, heater, low mileage, exceptional condition; written guarantee; £455.

SWANMORE GARAGE, Ltd., 1176, Christchurch Rd., Boscombe E., Bournemouth. (Tel. Southsea 42344.) (C0424)

CARRIS MOTORS, Ltd., offer:—

1954 Humber Hawk Mark V saloon, sea grey with red upholstery, heater, taxed, one owner; £725. (Choice of 3)

1953 Humber Hawk Mark V saloon, black with red upholstery, radio, heater, taxed year, one owner; £795.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee Green 7565. (C0904)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

L. F. WARD, Ltd.
1950 Humber Pullman limousine, face-forward seats, immaculate.
L. F. WARD, Ltd. Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3347. (C0405)

CAMDEN MOTORS, Ltd.

The limousine specialists offer the following high-class Humber limousines:—

HUMBER Pullman limousine 1946, a one-owner car, particularly well maintained mechanically, fitted reconditioned engine and all new tyres recently, leather front and rear. £495.

HUMBER Pullman limousine 1947, another genuine one owner car, taxed and used privately, immaculate for its year and literally faultless mechanically; £565.

HUMBER Pullman limousine 1948 model, razor-edge series as above, fitted heater and radio, new set of India Super tyres, tailored seat covers, a beautiful specimen. £665.

HUMBER Pullman limousine 1949, Mark II series, new-look model, in black, heater and radio, good condition throughout; £795.

HUMBER Pullman limousine 1950, has done somewhat higher mileage than the rest of our 1950 Pullmans but has been carefully used and is in good condition generally. £825.

HUMBER Pullman limousine 1950, a beautiful specimen, electrically operated division, heater, etc., genuine one-owner car in first-class order. £995.

HUMBER Pullman limousine 1951, Mark III series, leather throughout, 2 owners, used previously for funeral work, £1,450, moderate total mileage, original condition; £1,285.

HUMBER Pullman limousine Mark III series 1951, late registration, immaculate order, this car is almost in 1949 condition; £1,395.

HUMBER Pullman limousine Mark III series 1952, leather throughout, radio and heater, immaculately maintained; £1,395.

HUMBER Pullman limousine 1952, similar model to above, one private owner, recorded mileage 18,400, faultless; £1,425.

HUMBER Pullman limousine Mark IV series 1953-4, latest type ohv blue Riband engine, one private owner, the vehicle in super immaculate order, heater and radio; £1,625.

HUMBER Pullman limousine Mark IV 1954, registered well within the year, leather upholstery front and rear, same type ohv engine as above, white side-wall tyres, faultless condition and as new throughout. £2,150.

CAMDEN MOTORS, the limousine specialists, Leighton Buzzard 2041. Write for special hire car catalogue, and illustrated brochure. Showrooms open until 8 p.m. (C1035)

TOM GARNER, Ltd., offer:—

1951 Humber Imperia, Mark III 7-passenger saloon, black, heater; £1,285.

1953 Humber Pullman Mark III 7-passenger limousine, black, heater, loose covers; £1,695.

1955 Humber Super Snipe Mark IV saloon, seal grey, heater, 4,000 miles; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6-7. (C2020)

A. GRAY & Co., Ltd., offer:—

HUMBER Hawk Mk. VI, colour green with fawn upholstery, fitted heater and heater, 5,000 miles only, whole car in new condition; £975.

HUMBER Hawk Mk. VI, colour grey with red upholstery, fitted heater, 18,000 miles, excellent car throughout; £1,275.

1951 Humber Super Snipe saloon, colour black with red upholstery, fitted heater, moderate mileage; £975.

A. GRAY & Co., Ltd., 7-8, Woodbridge Rd., Guildford, Surrey. Tel. Guildford 2835/7. (9406)

ROSE & YOUNG, Ltd., offer:—

1952 Humber Super Snipe saloon, an immaculate example, fitted heater, metallic grey; £535.

1954 Humber Super Snipe saloon, low mileage, fitted radio, heater, spot lamp, whitewall tyres, etc., immaculate; £845-£5/6, Strentham Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulise Hill 6464. (C3097)

H. A. SAUNDERS, Ltd., offer:—

1953 Humber Hawk saloon, green, fawn upholstery, heater; £755.

836—642, High Rd., N.12. Millside 5272 (8 lines). (C2027)

GLANFIELD LAWRENCE offer:—

1954 Humber Hawk saloon, in metallic grey with red upholstery, heater, one owner, 10,000 miles only, outstanding condition; £775-407, High Rd., N.12. Finchley 0091. (C2053)

CHARLES FOLLETT, Ltd., offer:—

1953 (late) Humber Super Snipe saloon, metallic grey, grey hide, radio and heater, screen-wash, one owner only, spotless; 3 mths. guarantee; h.p. and part exchange; £795.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores—Barnside Yard, off Eglon Ave., W.9. Cunningham 8836. (C2010)

1951 Humber Hawk saloon; £495.

MONTROE MOTORS (N. H. Boswell), 91-95, Epsom New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3098)

WARWICK WRIGHT, Ltd., offer:—

1953 Humber Super Snipe Mark IV saloon, Alpine mist with red upholstery, fitted radio and heater; £785.

1953-34 Humber Hawk Mark V saloons, heaters fitted, all low mileage; from £695.

1954-55 Humber Hawk Mark VI saloons, fitted with or without overdrive, most standard colours, many fitted radio and heater, all low mileage; from £650.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9781. (C0405)

1955 Humber Super Snipe, works mileage; £1,295.

—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. (C3006)

HUMBER
CHIPSTEAD MOTORS, Ltd., offer:—

1955 Hawk, grey, recorded mileage 11,000, over-17,000, radio, heater, loose covers, many extras, virtually as new; £965.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. (C1046)

PHENIX MOTOR CO. (SURREY), Ltd.

FOR all Rootes Group products.

1953 Humber Super Snipe, blue, fitted heater, 17,000 miles only; £795, current model available, list price; £825.

MANY other models available.

PHENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. (C3044)

GUY SALMON AUTOMOBILES offer:—

1950 Humber Super Snipe Tickford coupe, 32,000 miles, radio/heater, excellent condition, one owner—Salmons Garage, Ltd., Temple Bar 3535. (C4029)

PETER BANTOCK CAR SALES offer:—

1954 series Humber Hawk Mark V, small mileage; choice of 2 from £855-104, High Rd., Chislewick 2725/2672. (C1014)

WESEX MOTORS, New St., Salisbury.

PART of the Henly Organization.

1954 (April) Hawk, finished in bronze and fitted heater, one owner, speed 12,000.—Tel. Mr. Gray at Salisbury 3275.

WESEX MOTORS, New St., Salisbury. (C4067)

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Humber Hawk saloon, one owner, in very good order throughout, taxed year; £650.

1950 Humber Snipe saloon, found heater and in exceptional condition throughout; £425.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 9094-5. (C2034)

WHITEHALL MOTORS, Ltd., at Coventry, offer:—

1955 (February) Humber Hawk ohv de luxe saloon, fitted overdrive, radio, heater, screen washers, etc., 3,000 miles only, cost new approx. £1,150; now offered at £1,050, your present car in part exchange.

1951 Humber Mark III Super Snipe, finished in black with brown hide, excellent condition throughout; terms or exchange.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, Nr. Coventry. Tel. Bedworth 3395-6. (C4068)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1953 Humber Hawk, one owner, heater, etc.; £655.

HUMBER Pullman limousine in magnificent condition, late 1953, with the Blue Riband ohv engine, one private owner, offered at £1,750.

MARLBOROUGH WORKS, Kenion, Tel. Wordsworth 7905 (5 lines). (C1008)

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:

HUMBER Hawk saloon, in black with red upholstery, heater, one owner, 19,000 miles only; this car is in outstanding condition and carries our full guarantee. £795.

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., Packard Buildings, Gt. West Rd., Brentford, Middlesex 5400. (9406)

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1949 Humber Pullman limousine, £725-1951 Humber Hawk, radio, heater, £550-355, High Rd., Wembley, Midd. Tel. Wembley 4422. (C4015)

1939 Humber Super Snipe saloon, very good condition, one owner, £610.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1094)

1954 Humber Hawk saloon, quartz blue, fawn leather, heater, one owner, taxed year; £735.

1953 Humber Hawk, golden sand, red leather, heater, good tyres, one owner, taxed year; £700—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. (C3011)

HENLYS offer with 4 months' guarantee and 7 days' trial:—

1953 Humber Hawk saloon, radio, heater, loose upholstery, grey with red interior; £795.—Henlys, Henlys Corner, North Circular Rd., N.W.11. Finchley 0081. (9528)

A & S Guaranteed Limousines. Choice of Eighteen Selected Imperial & Pullman Seven Passenger cars.

LIMOUSINES, 1952 Series, forward occasional, cloth upholstery, heaters, black, low mileage. £1295.

IMPERIAL, 1952 November, 28,000 miles, seven passenger leather, original owner. £1325.

IMPERIAL, 1951, 7-seaters, choice of two, leather, radio, heater, original owners, £1100 and £1150.

1951 Series, first registered 1950, seven passenger limousine, two private owners, recent reconditioned engine. £1185.

LIMOUSINES, 1951, Pullmans, leather or cloth, forward occasional, radio, heater, mostly one owner cars, from £1195.

LIMOUSINES, 1950 Pullmans, radio, heater, leather, privately owned, low mileage £1050, also in cloth £690.

LIMOUSINES, 1949 Mark II Pullmans, partition, radio, heater, excellent throughout. £850.

LIMOUSINES, Pullman, 1948, 24,000 miles only, fitted edge, partition, forward occasional, private owner.

PULLMAN, 1946, 47,000 miles, in very exceptional condition. £695.

LIMOUSINE, Pullman, 1947, one private owner only. £695.

A LFE & SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. (C1006)

1953 Humber Hawk Mark V, one private owner, taxed year, heater, Marshall spotlights; £825. Emberbrook 5722. (9482)

HUMBER

£1295!!!—1951 Humber Pullman limousine, only two owners, privately used, bodywork like brand new, interior unmarked, about 25,000 miles.

£695!!!—1953 Humber Hawk de luxe saloon, only one owner, small mileage, like brand new, choice 2.—Below.

£625!!!—1952-3 Humber Hawk de luxe saloon, spotless bodywork, interior as new, speedometer records 14,000 but vehicle looks and runs as though it's only done 5,000.—Below.

£565!!!—1951-2 Humber Hawk de luxe saloon, bodywork like new, speedometer records 25,000, the vehicle is magnificent and practically unworn.—Below.

£465!!!—1949-50 Humber Hawk de luxe saloon, beautiful specimen, bargain price.—Below.

£395!!!—1949 Humber Hawk de luxe saloon, beautifully maintained, bodywork like new; choice 2.—Below.

£365!!!—1947 Humber Hawk de luxe saloon, excellent condition; choice 2.—Below.

£325!!!—1947 Humber Super Snipe, magnificent car, looks worth £800; absolute gift.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley (Met. Finchley Underground). Finchley 6222. (C2054)

HEARSES, Hearses, Hearses. The new 27 h.p. ohv chassis fitted with deck or bearer body; brochures available.

A. & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, New Gardens, Richmond 1161. (C1104)

1949 Humber Super Snipe saloon, metallic grey/grey leather, radio, loose covers; £3028.

HUMBER Hawk, 1948, excellent condition, one owner, heater; offers over £400.—Maldstone 2430; 3, Rocky Hill Terrace. (C3090)

LIMOUSINE, privately owned, late 1950, dark leather L throughout, tailored loose covers, heater, radio, carefully maintained, excellent; £1,045.

PULLMAN, late 1951 Mark III limousine, cloth rear, heater, radio, 21,000, careful private owner, magnificent condition; £1,325; another similar, excellent condition, heater, distributor-maintained; £1,150.

LIMOUSINE 1952, leather throughout, careful private owner, heater, radio, genuine 22,000, magnificent condition; £1,375; another 1952, reasonable mileage, excellent; £1,295.

OHV 1954 Pullman limousine, electric partition, cloth rear, 24,000 miles, heater, radio, desirable condition throughout; £1,365.—Victoria Garage, Edgware Rd., Cricklewood. 3029 Gladstone. (C1103)

HUMBER Super Snipe saloon with division (April, 1951), black, beige leather; £495.—Stratstone, 40, Berkeley St., London, W.1. Mayfair 4404. (C4023)

1952 Humber Super Snipe, 32,000 miles only, radio and heater; £865.—Portsmouth Rd., Thames Ditton. Emmerbrook 5551-2-3. (C4001)

ROAKE AUTOS, 155, Stratford Rd., Craydon, offer:—1953 Humber Hawk, fitted heater and radio, blue/beige, in excellent condition; £825.—Tel. Tho. 2160. (9512)

1953 Humber Hawk, blue/beige, radio, heater, one owner, £665; exchange; £600.—Below.

1954 Humber Hawk saloon, grey, red leather, heater, 8,000 miles only, one owner, completely as new; £825.—O. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881. (9559)

ROCHE SIMONS & Co., Ltd.—1953 (Oct.) Humber Super Snipe, metallic blue/beige leather, 24,000 miles, one owner, since new, immaculate condition; £845.—94, Gt. Portland St., W.1. Lan. 1343. (C4013)

1951 Humber Hawk, black, red interior, a beautiful specimen with fitted radio, excellent tyres, a very smart appearance; £855.—Millwood Motors, Mill Hill (London) 4232. (9173)

HUMBER Super Snipe black touring saloon with L division, 3,700 miles, chauffeur driven, heater, loose covers, as new; £1,100 c.n.o.—Routier, 11, Greenford Rd., Greenford. Byron 3555. (9483)

1953 (September) Humber Super Snipe saloon, Alpine Mist, heater, spotless condition, small mileage, 895 or exchange.—Kirby, Ltd., 292, Church St., Birkpool. (9524)

1951 Humber Hawk, radio, heater, blue, fawn, a most attractive car; £495 terms, exchange.—H. P. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 9900. (C2001)

1955 series (December, 1954) Humber Super Snipe touring limousine, radio, heater, mileage 8,000; £1,375 or exchange.—Kirby, Ltd., 52-58, Bentshaw St., Liverpool, 1. (9526)

1955 (July) Humber Super Snipe, black, 1,300 miles only; £1,195.—Castleton Motors, Ltd., Manchester Rd., Rochdale. Tel. Castleton/Rochdale 57231. (9533)

!!! 1950 Humber Super Snipe 4-door sun saloon, black, brown hide interior, heater, taxed year, appearance of a few weeks old, £465; consider part exchange.—14, Borkington Ave., Worthing 1839. (C4027)

1950 Humber Super Snipe saloon, finished in grey with grey leather, fitted radio, heater, loose covers and Acc. Ribbelsburg, well maintained; £525. Offers of Firelight, Ltd., Firelight, Surrey. Brookwood 2201-2. (C1049)

1955 Humber Super Snipe saloon, radio, heater, many extras, 1,500 miles only; £1,235.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. (C1027)

HUMBER Hawk Mk. VI saloon, reg. Sept., 1954, with latest type ohv engine, fitted heater w/mirrors, whitewall tubeless tyres; colour black with red leather and in excellent condition; £875.—Godfrey Davis, Ltd., Haddon Lane, N.W.11. (6474)

1952 (April) Humber Super Snipe, black, red leather, one owner, chauffeur kept, heater, twin Lucas spot lamps, windscreen washer, twin wing mirrors, Underseal, unmarked condition; £525.—J. R. Harper, Ltd., London Rd., Stevenage. Tel. 700. (9413)

ALMOST new Humber, requires immediately.—54, Streatham Hill, S.W.2. Tulise Hill 2676. (W3016)

EMA 2168. (9410/R)

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DISTRIBUTORS.
REQUIRE modern low-mileage Humber cars.
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ROCHESTER.—(Chatham 2231.)
RWOTHAM HEATH.—(Borough Green. 4.)
MALDSTONE.—(Maldstone 3333.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
CANTERBURY.—(Canterbury 3232.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1.
 Tel. Grosvenor 3401. (C1006/R)
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6941. (W4018/R)
HUMBER Imperial 7-seater saloon required, 1951 preferred.—81, Alresford Rd., Winchester. (W1010)
A&**S** Limousines, Pullman, Touring and Imperial saloons required urgently, immediate payment.
LIFE & SAUNDERS LTD. Providence Court, North Andley Street, London, Mayfair 2941. (W1006)
TOP prices paid for 1949 onwards Pullman limousines and Imperials.—Woodall, Nicholson, Ltd., Well Lane, Halifax. Tel. 4251. (C000/S)
PRIVATELY owned 1951-2-3 Pullman, alternatively 7-passenger saloon urgently required.—Please address, Wolverston, Winchester Close, Essex. (W1003)
HUMBER Hawk required, 1951-1955, low mileage and good condition essential, also one owner only.—Write 55, Beech Ave., Radlett, Herts. All replies answered. (J325)

Humber Spares and Service
 The Humber specialists for all spares.—Ring Uplands 5637. See advt. under Parts & Accessories. (C0398/R)

JAGUAR

HENLYS, Ltd.
ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.
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HC
£185!!! Jaguar 3½-litre drop head coupe '38-9, beautifully kept car, goes like a rocket, new hood, carpets.—Hampstead Car, 176, Finchley Rd., N.W.3. Hampstead 921. 9 a.m. to 7 p.m. (C2091)
BENTALLS, Ltd.
1954 Jaguar XK120 drop head coupe, black with red upholstery, radio and heater; £1,225.
1950 Jaguar Mark V saloon, bronze with brown upholstery, heater; £625.
1950 Jaguar Mark V drop head coupe, cream with red upholstery, radio and heater; £695.
KINGSTON-ON-THAMES, Kingston 1001. (C1095)
CAR MART, Ltd.
1953 Jaguar 3½-litre Mark VII saloon, sliding head, heater, black with brown upholstery; £825.
CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. (C1039)
RAYMOND WAY.
RAYMOND WAY OF KILBURN.
RAYMOND WAY, the hire purchase specialists.
1949 Jaguar Mark V saloon, finished in steel grey with red leather upholstery, radio and heater, taxed year. This car can be described as having an outstanding appearance.
HIRE Purchase terms on the spot with no references, no formalities or guarantors. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. A Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)
H. W. MOTORS, Ltd., offer:—
1955 Jaguar XK140 fixed head coupe, low mileage, as new, £200 worth of extras; £1,750.
1953 (May) Jaguar Mk VII, black/awn uphol., radio, 29,000 miles, one owner; £975.
1954 model Jaguar XK120 drop head coupe, pale blue, one owner, 10,000 miles, as new, many extras; £1,250.—Bridge Motor Works, Walton-on-Thames. 2403/5/6. (C3042)

JAGUAR

L. F. WARD, Ltd.
1953 Mark VII Jaguar, black, grey upholstery, 19,000 miles.
F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. 3347. (C4043)
H. R. OWEN, Ltd.
FROM our large and comprehensive stock we have chosen the following cars as examples:—
1955 Mk VII M type saloon, automatic gearbox, finished in grey with red leather upholstery.
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WE are interested in the purchase of Jaguar cars, and we invite communications from owners who have such vehicles for disposal.
H. R. OWEN, Ltd.,
 17, Berkeley St., London, W.1. Tel. Mayfair 9060. (C3032)
CAMDEN MOTORS, Ltd.
OFFER the following high-class Jaguars from their stock of 500 cars:—
JAGUAR Mark VII saloon 1952 model, late 1951 delivery, radio and heater, excellent order throughout; £795.
JAGUAR Mark V saloon—choice of 2 1953 models, one in black, one in grey, heater and radio, both specimen vehicles; from £575.
JAGUAR 3½-litre drop head 4/5-seater coupe, 1948, a superb specimen, virtually unblemished with immaculate coachwork, hood and upholstery; £445.
JAGUAR 2½-litre drop head four-seater coupe, 1939, a somewhat scarce model, similar style to post-war series and in much better average condition for its year; £275.
JAGUAR 1½-litre sports saloon, 1939, fitted heater, for and passenger, recent engine overhaul, good tyres, new battery; £275.
CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue, showrooms open until 8 p.m. (C1035)
PEDIGREE CARS offer:—
1952 Jaguar Mark VII saloon, radio, heater, windscreen, rim embellishers, wing mirrors, above average condition; £795.—540-5, Euston Rd., London. N.W.1. Euston 7809. (F594)
JOHNSON & BROWN offer:—
1953 (July) Mark VII saloon, 16,000 miles, radio; £975.
1952 (model) XK120, silver, red leather, exceptional condition, unmodified; £850.—269-270, High St., Bromley. Ravensbourne 8841-2. (C2073)
GREAT WESTERN MOTORS.
OFFICIALLY appointed Jaguar dealers.
1954 Mark VII, pastel green and green hide, one owner, low mileage, immaculate; £1,135.
1954 Mark VII, beige, red hide, one owner, low mileage, in excellent condition; £1,195.
1954 (model) Mark VII, Jaguar director's personal car, in perfect condition; £1,125.
1954 XK120 fixed head coupe, cream with red hide, fitted radio, moderate mileage, recent overhaul by Jaguars; £1,165.
1954 (model) XK120 4/5 coupe, beige, red hide, new hood, low mileage, one owner; £1,075.
1952 (Dec. 51) Mark VII, dual blue, blue hide, fitted radio, a very attractive car, moderate mileage; £825.
1952 (October, 1951) Mark VII, grey, grey hide, new gearbox just fitted, radio, excellent condition; £825.
1951 Mark V drop head coupe, black, brown hide, radio, a fine example of this popular model; £725.
1950 Mark V, black, green hide, one owner, moderate mileage, a really nice example of this marque; £684.
1949 Mark V, black, brown hide, radio, taxed; £525.
AL the above cars have been carefully vetted in our own workshop and carry our 3 months' guarantee.
4—6—9, Bishopsgate Bridge Rd., W.2. Ambassador 1961. (C2069)
TAYLOR & CRAWLEY offer:—
1954 Jaguar XK120 drop head coupe, radio, many modifications, chromed wire wheels, 11,000 miles, in most beautiful condition; £1,195.
1954 Jaguar Mk VII, with overdrive, beautiful condition; £1,135.
HYDE Park Corner, Grosvenor Crescent Mews, S.W.1. Sloane 5213. (C4036)
COMPTON & FULLER offer:—
1953 Jaguar Mark VII saloon, black with beige interior, one owner, numerous extras and modifications. Ace rimbellishers, absolute perfect specimen; £865.—Odeon Parade, Eilers End, Beckenham. Bec. 3570. (C1110)
BROOKLANDS—Jaguar retailers
1954 Jaguar XK120 fixed head cpe., spec. mod.
103, New Bond St., London, W.1. Mayfair 8351. (C1029)
H. BEART & Co., Ltd., offer:—
1953 Jaguar Mark VII saloon, black with red upholstery, 21,000 miles, in outstanding condition; £1,225.
1954 Jaguar XK120 drop head coupe, fitted H.M.V. radio, one owner, small mileage, supplied by ourselves originally when new; £1,195.
1955 (May) Mark VII M-Type saloon, 3,000 miles, only, pastel green, with green interior, heater, Ace Rimbellishers, one owner; £1,475.
1954 Jaguar Mk VII saloon, overdrive model, one owner, genuine 15,000 miles and in outstanding condition throughout; £1,245; also another very beautiful standard model; £1,195.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3,49. (C1081)
PHILIP RICKARDS, Ltd., offer:—
1955 (Dec.) Jaguar Mk VII saloon, Birch grey/red, low mileage; part exchange, deferred terms.—4, Park Lane, London, W.1. Tel. Grosvenor 4772/3. (C3051)

JAGUAR

GUY SALMON AUTOMOBILES offer:—
1955 (May) Jaguar XK140 drop head coupe, 15,500 miles, cost new £1,700; £1,375.
1953 Jaguar Mark VII saloon, grey/grey leather, 25,000 miles, immaculate condition throughout, very good mechanically, one owner; £950.
1951 Jaguar Mark V saloon, 17,000 miles only from new; £655.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. (C4001)
DUNCAN HAMILTON & Co. for Jaguars.
1954 Jaguar XK120 drop head coupe, black with red leather interior, fitted heater, window washers, wing mirrors, Michelin X tyres, superbly maintained by one owner; £1,175.
1953 model Jaguar Mark VII saloon, 21,000 miles only, lavender grey with red leather interior, detailed service history, meticulously cared for by one owner; £985.
1952 Jaguar XK120 roadster, 20,000 miles, blue with grey leather interior, fitted radio, twin exhaust, untraced, beautiful order throughout; £855.—33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. (C1091)
KRIGHTSBIDGE MOTORS, Ltd., offer:—
1954 series Jaguar Mark VII saloon, pale blue, one careful owner, spare tyre unused, 14,000 miles, in new condition; £1,085.
J. Roberts Mews, Lowndes Place, Belgrave Sq., London, S.W.1. Sloane 4086. (C2036)
D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—
1953 Mark VII Jaguar saloon, black and grey, 19,000 miles, excellent condition throughout; £1,065.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford Rd., Enfield. Howard 1631. (C4009)
COOMBS & SONS (GUILDFORD), Ltd., offer:—
1953 (Oct.) Jaguar XK120 convertible, black and beige, radio, etc., 24,000 miles; £1,075.
1953 Jaguar XK120 convertible, cream and red, one owner; £1,075.
COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford, Surrey, Tel. Guildford 6297-8-9. (C1057)
CANTWRIGHT, HAMILTON CARS, Ltd., offer:—
XK140 drop head coupe, registered July, 1955, finished in black, red leather, red leather, latest type H.M.V. radio, mobile, mileage only 237; price well under original cost, £1,595.
XK120 1952 Ivory white with red and biscuit upholstery, a genuinely outstanding example fitted many extras, including radio, heater, courtesy lights, spot lights, etc.; £875; chance of one other 1952 XK120.
1954 Mark 7 Jaguar, an immaculate low-mileage example of this outstanding car complete with radio and heater; £1,145; offer a choice of 1953 model—282, Kensington High St., W.14. Western 0207. (F547)
WHITEHALL MOTORS, Ltd., of Coventry, offer:—
1951 Jaguar Mark VII with 8 to 12 compression ratio head, grey with grey interior; terms or exchanges.
WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3385-6. (C4088)
HENLYS offer with 4 months' guarantee and 7 days' trial:—
1954 Jaguar Mk VII saloon, overdrive, heater, etc., a most attractive one-owner specimen, dove grey with tan interior; £1,245.—Henlys, Henlys Corner, North Circular Rd., N.W.11. Finchley 0081. (F529)
1954 Jaguar Mark VII saloon with fully automatic gears, grey with red leather interior; £1,295.
W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Hampstead 2284. (C1025)
CHIPPETAD MOTORS, Ltd. (Official Jaguar Dealers), offer:—
XK140 1955 (April) full special equipment 2-str C type head, wire wheels, etc., grey, red leather, as new.
NO. 046 C type competition model, unrepeatable value at £1,640.
XK120 1954, speedo, reading 8,600, 8 chassis, 0 7,700, black, red, heater, washers, etc., indistinguishable from new; £1,195.
XK120 1954, speedo, reading 8,600, 8 chassis, 0 type head and big bore carburetors, understood to have cost approximately £2,100; white, grey leather; £1,195.
XK120 1954, hard top, black, immaculate, 1953 model, low mileage, new tyres, heater, etc., genuine bargain; £999.
CHIPPETAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7233/7154. (C1046)
1952 Jaguar Mk VII saloon, black, 14,000 miles only, 1 h.d.; £825.
DUNHAM & HAINES, 46, Castle St., Luton 2100/1. (C1079)
SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1950 Mk. V, Jaguar, £595; 1937 2½-litre Jaguar, £125.—355, High Rd., Wembley, Middx. Tel. Wembley 4222. (C4045)
JAGUAR Mark VII, 1952, black, good condition, radio; £875.—74, Park St., W.1. (F160)
£125—Jaguar 2½-litre saloon, good condition.—O'Neill, 1, Loydsons Gdns., Surbiton. (F841)
1950 Jaguar Mark V, radio, heater, excellent condition; £555.
SOOTY CARS, 247, Finchley Rd., London, N.W.11. Tel. Hampstead 7779-3676. (C4014)
ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—
1939 Jaguar 3½-litre saloon, finished grey, excellent condition throughout; £1,195; maximum h.p. terms available. (C1001)
SLOCOMBES, Ltd., offer the following Jaguars, in immaculate condition throughout:—
1953 XK120 fixed head coupe, black; £1,095.
1953 XK120 convertible, white, red hood; £1,195.
1954 XK140 fixed head coupe, grey; £1,525.
A. A. or R.A.C. inspection welcomed; part exchanges.
Wick Steeple, Ltd., 36/52, Dudden Hill Lane, N.W.10. Willesden 4869. (C4017)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

- 1953** Jaguar Mark VII saloon, British Racing Green, radio, various extras, £595. [C3052]
1950 Jaguar Mark V saloon, black with tan leather, radio fitted: £825. [C3052]
PARKERS MANCHESTER & BOLTON, Ltd., Bradshawgate, Bolton, ENGLAND. [C3052]
SS100 1958, 2½, completely rebuilt last year; £325.—Long Eaton 107 (Nottm.). [C460]
1951 Jaguar XK120, black, 23,000 miles; £725.—Liberty 1353 or Staines 2695. [C460]
1939 Jaguar 1½-litre saloon, black, immaculate; £250.—123, High St., Olney, Bucks. [C3820]
1946 Jaguar 1½-litre saloon, grey, nice condition; £345.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2977]
B EARTS OF KINGSTON, Jaguar specialists, sales, B spares, repairs—102, London Rd., Kingston, Tel. Kin. 3548. [C081/R]
1953 (September) Mark VII Jaguar, 20,000 miles, radio, immaculate; £595.—Tolworth Motors, Kingston By-Pass, Epsom, Surrey. [C4061]
1950 (Oct.) 3½-litre Mark V saloon, left-hand drive, radio; nearest £550.—Jacques, 15, Pembroke Gardens, W.2. [C1118]
1947 Jaguar 1½-litre, very good condition throughout; 1,800 miles only, Ax of Spades, Great West House, Hounslow 5476. [C2050]
ANTHONY CROOK—1954 Mark VII, 5,000 miles, £1,225; 1951 XK120 sports, one owner, £695.—High St., Exeter, Tel. 4550. [C1063]
1939 Jaguar 1½-litre saloon, sound mechanically, absolute bargain; £185.—A. Z. Motors, Palmerston Rd., N.W.5. Tel. Mal. 4723. [C1011]
1939 Jaguar 1½-litre saloon, well above average condition; £250.—Kirkdale Cars, Cobbs Corner, Sydenham S.E.26, Sydenham 6129. [C3063]
XK120 fixed head, 18,000 miles, high lift cams, twin exhausts, new tyres, radio, loose covers, luggage rack; £1,100. New, 6552. [C972]
1955 model Jaguar Mark VII M with overdrive, lavishly grey, red leather, 3,000 miles only. Motors, George St., Oxford 48021. [C977]
1950 Jaguar Mk V, showroom condition, many extras; £595.—A. Owen (Hendon), Ltd., Tel. Col. 5125. [C9565]
1951 Jaguar Mark V saloon, black, 22,000 miles only, immaculate, many extras, private sale; £700.—Greenwich 0217. [C462]
XK140 fixed head coupe, 1955, black/red uprider, 1,800 miles only, very good condition, exceeded 50mph, extra, owner going abroad.—Box 5730, 1959. [C959]
1953 Jaguar Mark VII saloon, black, one owner, £825.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Fre. 8401. [C4056]
1953 Mark VII saloon, finished in dual tone grey and black with brown leather, an attractive car in immaculate condition, taxed year; £975. K J MOTORS, Ltd., Bromley, Rav. 3456. [C9596]
NEW XK140 fixed head coupe, finished suede green with upholstery to match, standard engine and chassis, list price; immediate delivery below. [C4056]
NEW XK140 fixed head coupe, finished pastel green with suede green upholstery, fitted C type engine, radio, overdrive, Michelin X tyres, list price; immediate delivery.—Adams, Ltd., Roebuck Lane, West Bromwich, Tel. 0766. [C9198]
1947 Jaguar 1½-litre saloon, one of the finest in the West, guaranteed; £415.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C4055]
1949 Jaguar 2½-litre Mark V saloon, black, one owner, nice condition; £545.—Jacqueline, Ltd., 225-7, Hammersmith Rd., W.4. Riverside 6677. [C2043]
1948 3½-litre special-equipment saloon, exquisite example, heater, etc.; £595.—Richards & Carr, Ltd., 25, Kinnerton St., S.W.1. Sloane 5424. [C3045]
1951 Mark V saloon, black, beige interior, immaculate condition; £665.—Holland Park Automobiles, 142, Holland Park Ave., W.11. Park 2626. [C2055]
995—Jaguar 1954 XK120 drop head coupe, grey leather, heater, screen washers, one owner, small mileage; terms, exchanges.—Rowland Smith, below. [C2055]
145—Jaguar 1956 2½-litre saloon, sliding head, leather, very good condition; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube). [C4018]
L AMBS OF WOOD GREEN for Jaguars: London's largest stockists of used Jaguars, over 20 in stock, every one beautiful, hand picked and overhauled.—Below. [C4018]
£925—1953 Jaguar Mark VII de luxe saloon, immaculate and small mileage condition.—Below. [C4018]
£825—1952 Jaguar Mark VII de luxe saloon, choice two, both specimens.—Below. [C4018]
£666—1951 Jaguar Mark V 3½ de luxe saloon, bodywork spotless, interior beautiful, two owners, mint condition.—Below. [C4018]
£577—1949-50 Jaguar Mark V 3½ de luxe saloon, excellent vehicle, also choice two others and a Mark V 2½-litre saloon.—Below. [C4018]
£444—1947 Jaguar 1½ de luxe saloon, about 35,000 miles, beautiful condition.—Below. [C4018]
£444—1945 Jaguar 3½ convertible, magnificent and outstanding condition.—Below. [C4018]
L AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, Finchley 6222-3-4. (East Finchley Underground). [C2058]
114555—1950 Jaguar Mark V saloon, H.M.V. radio, heater, silver, red leather, fine performance. Written guarantee, terms, exchanges, trade enquiries welcomed. [C2058]
HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065]
1954 XK120 convertible, low mileage, many extras, superb condition; £1,175.—Park Garage (Molesley), Ltd., Hampton Court Way, Molesley, Surrey, Tel. Molesley 6138. [C3087]
1955 Jaguar Mark VII type M saloon, with overdrive, battle ship grey, red interior, one owner, genuine mileage 3,500 only; £1,395.—R. E. Sanders & Sons, Ltd., Walsworth Rd., Hitchin, Herts. Tel. 4436. [C537]

JAGUAR

- JAGUAR XK120**, fixed head, Oct., 1953, black, red leather, 13,500 miles, an excellent specimen, offer—Hillier, 74, Tudor Way, Hillingdon, Middlesex. Hayes 0352. [C3052]
1948 Jaguar 3½-litre saloon, black, hide interior, heater, one owner, very beautiful specimen; £95.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.5. Riverside 2881. [C3558]
JAGUAR 1952 Mark VII saloon, black, radio, works maintained; £890. Terms and exchanges.—Hunt's (Birmingham), Ltd., 129, Bagley Rd., Birmingham, 16, Tel. Edgbaston 2821. [C4004]
1954 Jaguar XK120 drop head coupe, creamy white with red leather, one owner, screen washers, spare unused; £1,225.—Whitson Automobiles, Ltd., Dorking Rd., Epsom 3901. [C4065]
1954 Jaguar Mark VII, battleship grey, red interior, fitted overdrive, exceptional condition throughout; £1,275.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 253. [C952]
£375—Jaguar 1½-litre November 1946 special equipment saloon, silver grey, red leather, sliding roof, one previous owner, beautiful condition.—Portvale 6916. [C9454]
XK120 fixed head, super model in pastel blue, full set of extras, not raced, nicely run in to achieve 120mph, offer secure; £975.—Roman Bank, Skene, Tel. 1122. [C918]
1955 (May) 2-seater, pearl grey with red overdrive, mileage 2,000, as new in every respect, fully guaranteed; £1,500.—Imperial Garages, Ltd., Dickson Rd., Blackpool, Tel. 21594. [C9102]
XK120 1952, 25,000, standard, independent expert opinion, chassis good, paint cream fair, untraced, untraced; £750; not Saturday.—Andrews, "Veishead", Swanwick, nr. Southampton. [C9518]
1955 XK140 drop head coupe, British racing grey with tan, wire wheels and overdrive, list price.—J. Ashall & Son (Engineers), Ltd., Windle City Garage, Moss Bank Rd., St. Helens, St. Helens 4650. [C9518]
C type Jaguar, ex Duncan Hamilton works car, chassis No. 958, disc brakes and all modifications, prepared for immediate racing.—Margaret 5025, Northfield Gardens, London, N.W.3. [C575]
1947 3½-litre Jaguar saloon, fitted radio, heater, polished Ace wheel discs, blue tartan seat covers, two fog lamps, India Super tyres, everything in good order, owner going abroad; £325.—Box 5469. [C9090]
1953 (Nov.) Jaguar Mark VII saloon, black with tan leather, one careful owner, guaranteed mileage 16,700, recently tested and passed by Jaguar service engineer; £1,065.—Skurray's, Ltd., Swindon, Tel. 2266. [C9436]
12500 miles only; XK120, ivory-leopard skin, dual chrome exhausts, twin Flaminghovers, indicators, Fordor, new chrome, new body, chassis, 1955, first registered 1951, absolute value at £810 or near; genuine reason sale.—Box 5562. [C8964]
1951 Jaguar XK120 roadster, absolutely immaculate, must be seen to be believed, genuine mileage, taxed year, would exchange for really nice Mark V saloon or coupe.—Wadham Garages, Weston-super-Mare, Tel. 269. [C9595]
1953 "quality tested" Jaguar Mark VII saloon, battleship grey with grey upholstery, fitted heater, radio and other extras, well cared for; £1,000.—A. W. Watkin, Ltd., 116, Shortmead St., Biggleswade, Beds. [C9063]
£1095—1954 Jaguar Mk. VII black with brown upholstery, ex Air Rumbles, exceptionally well maintained car; exchanges, terms over 24 months.—Comerfords, Ltd., Oxford House, Portsmouth Rd., Thames Ditton, Emb. 5551 (6 lines). [C9170]
1949-50 Jaguar Mk. V de luxe saloon, engine reconditioned, brake relined, new shock absorbers, turbo discs, and other extras, fine condition throughout; private sale but h.p. can be arranged; £560.—E. Farnes, 19, Englands Lane, Loughton, Essex. [C4069]
JAGUAR Mk. V saloon, reg. March, 1951, 3½-litre model of moderate mileage; grey coachwork with red leather interior; in excellent condition, fitted H.M.V. radio and heater tyres nearly new. £595.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Gl. 6474. [C4069]
1954 (Oct. 1953) model Jaguar Mark VII, black leather, heater, radio, all tyres nearly new, mileage 24,000, immaculate; accept £950 for immediate sale or exchange for smaller car.—Bowles, 18, Elm Park Court, Pinner, Tel. Pinner 4322, evenings 560. Tel. 300. [C9416]
XK140 1955, only 6 weeks old, cost £1,999/12; every bit of special equipment on this car offered by the owner, guaranteed 2,800 miles only; Old English white, red upholstery, black hood, Michelin X tyres, genuine reason for disposal by client; £1,725. [C9416]
BOLTON OF LEEDS, Ltd., Harrison St., Brigsteed, Leeds 1. Tel. 20114. [C9146]
1953 Jaguar Mark VII de luxe saloon, fitted radio, heater, screen washers, loose covers, taxed year, 21,000 miles, one owner, immaculate throughout; all that for £1,066. H.P. terms, part exchanges.—Percy D. Sieaman, Ltd., 91, Cowley Rd., Uxbridge 5025. [C4069]
OCTOBER, 1952, Jaguar Mark VII saloon, in black with brown leather upholstery, fitted with H.M.V. radio, heater, etc., moderate mileage, excellent condition throughout, taxed for the year, guaranteed £850.—G. S. Oscroft & Co., Ltd., Castle Boulevard, Nottingham. [C9231]
1955 model (October, 1954) 3½-litre Jaguar Mark VII, type M saloon with overdrive, radio, genuine mileage 8,633, taxed December 51, one owner, British Racing Green, serviced and maintained from new by distributors; £1,500.—MacVillie, Malvern, Tel. 300. [C9169]
XK120 1951 (Dec. '50), cream and red leather, loose covers, twin exhaust, new pistons, Duoflex rings, hand spot lamp, Flaminghovers, fog lamp, blinkers, excellent hood and side screens, good Michelin tyres, not raced, an excellent example of this enthusiast's car, taxed year; £735.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C9011]

Jaguar Cars Wanted

- ROWLAND SMITH'S**, the Car Buyers—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R]
COOMBS & SONS (GUILDFORD), Ltd. [C0234/R]
URGENTLY wanted, good condition post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. [C0234/R]
ALMOST new Jaguar required immediately.—34, A Streatham Hill, S.W.2. Tulse Hill 2676. [W4018]
MARSTON MOTOR CO., Ltd., for your Jaguar, Tel. Sta. 8006. Seven Sisters Rd., Tottenham, N.15. [C0180/R]
Jaguar Spares and Service
H ENLYS, Ltd.
ENGLAND'S Largest Jaguar Service Station.
GREAT West Rd., Brentford. (Ealing 3477).
SPARES and replacement engines for all models from 1938.
AND at Manchester, Chetham Hill Rd., Deansgate 6216-7.
QUICK completion of repairs. [C0563/R]
KJ MOTORS, Ltd.—Spares, reconditioned units, Girling, Radiomobile agents.—Bromley, Rav. 5456. [C0967]
R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and service available, 321, Romford Rd., Forest Gate, E.7. Maryland 4818. [C4035/R]
PEREAS MOTORS, Ltd., main dealers for Buckinghamshire—Jaguar spares, replacement units and repairs facilities.—Bath Rd., Slough, Tel. 22394. [C4030/R]
EFFICIENT repairs! Immediate attention! seats, gear boxes, etc.; seat covers, £5/10; trade discount; cars bought, sold.—T. & F., 10, Winchester Meads, N.W.3. Fri. 5967. [C84100]
L ANCASHIRE specialized sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [C0739/R]
JEOP
JEES!!! Jeeps always available, comprehensive stocks of spares.—Autowork, Ltd., Tel. Winchester 2955. [C1010]
JEES, private or commercial, all spares.—F.W.D. Motors (late Wick Autos), 15, St. John's Rd., Hampton Wick, Kingston 4718/8248. [C0820/R]
£120 buys a special bargain.—See Metamex, famous N.W.3. Hampstead 6231. [C0527/R]
REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; h.p. terms available.—Mansell & Fisher (see Jeep Spares, below). [C09066]
BRITAIN'S leading Jeep specialists now offer the fitted with new Perkins P.4 engine, in addition to our full range of Jeep spares and rebuilt Jeeps.—Write for details to: MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 5013/0621. [C0241/R]
UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; 1955 illustrated assembly guide and parts catalogue price lists; largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc.; noted for all American spares.—351-353, High Rd., Chiswick, London, W.4. Chiswick 1919/6650. [C0355/R]
Jeeps Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R]
Jeep Spares and Service
JEOP Service Station, overhauls, repairs, all Jeep spares available; exchange plan, all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5755, 4732, 4733. [C3068]
JENSEN
BROOKLANDS: Jensen distributors.
1955 Interceptor saloon and coupe, 541 saloon demonstrations, and on show. [C1029]
103 New Bond St., London, W.1. Mayfair 8351. [C1029]
£375—Jensen V.8 drop head foursome coupe, exceptionally fast and attractive; exchanges, etc.—Autowork Ltd., Southgate St., Winchester, Tel. 4965. [C1010]
541—Demonstrations now available anywhere; buy your Jensen from specialists intimately connected with the company since 1936; used Jensens bought and sold.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. 345. [C1004]
1953 Jensen Interceptor saloon, midnight blue, red hide, overdrive, special high compression 3-carburettor head, servo brakes, radio, heater and numerous extras, small mileage, one fastidious owner, the finest and fastest Interceptor we've handled; demonstration anywhere. [C1004]
ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. 345. [C1004/R]
WM WELBECK MOTORS for Jowett:—
THIS week we offer two typical Jowetts from our stock:—
1953 (Nov.) Jupiter Mark IA (opening book), mileage only 11,000; £725; many others, some at very low prices.
1953 Javelin de luxe, black, brown hide, mileage only 16,000; £665; several others, including a very low-priced 1949 model.
WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). [C4019]
1953 Jowett Javelin, perfect; £795.
SCOTT CARB., 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT
CLARKE'S OF PIRBRIGHT, Ltd.
 THE Jowett Centre of the South.
 1953 Javelin de luxe saloon, 24,000 miles, turquoise blue with beige leather, excellent condition; £585.
 1953 Jupiter Mark Ia, ivory, red leather, black hood, 13,000 miles, supplied and maintained by us since new; £675.
 1952 Javelin de luxe saloon, one owner, recently fitted factory replacement engine, excellent condition throughout; £500.
 24-hr. service; we never close (open throughout the week-end).
 PIRBRIGHT, Surrey. Brookwood 2201-2. [C1049]

1952 Jowett Javelin saloon, beige with beige interior, fitted oil cooler; £475.
 BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774, and Bottomgate, Blackburn 5084. [C3062]

1951 Jowett Javelin Mk II, heater; £475.—A. Owen (Hendon), Ltd. Tel. Col. 3185. 1950 Javelin de luxe saloon, grey, loose seat covers, carefully maintained, taxed; £485.
 K. J. MOTORS, Ltd., Bromley. Rav. 3456. [9394]

1949 (Oct.) Javelin saloon, low mileage, smart car, excellent condition; £385.—Butler, 7, Erith Rd., Belvedere, Kent. Erith 2344. [9406]

1951 Jowett Jupiter special sports coupe, heater, extras; £585.—A. Owen (Hendon), Ltd. Tel. Col. 3185. [9641]

1953 (late) Jowett Jupiter, low mileage, excellent condition; £545.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2343]

1953 (June) Javelin de luxe, black/brown, 16,000 miles, loose covers, etc., immac.; £590.—W. Kilbourne, Rd., Derby. [9496]

1953 (August) Jupiter series III, low mileage, heater, excellent throughout; £575.—Richards & Carr, Ltd., 235, Kinnerton St., S.W.1. Sloane 5424. [C3048]

1953 Jowett Javelin de luxe saloon, black, brown leather, exceptional condition throughout, nominal mileage, 3 months' guarantee; £595.—Trinity Cars, Ltd., 4, North Side, Wandsworth Common, S.W.18. Vandike 1168. [C4034]

13853 miles (certified)—Jupiter 2-seater drop head (September, 1952), one owner, spare unused, green, heater, maintained weekly by Jowett distributors, indistinguishable from brand new; £550.—Speedsters, Ltd., Cross Oak Lane, Salford, nr. Redhill. Horley 628 until 10 p.m. [C4020]

Jowett Cars Wanted
 ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WM
 WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1130. Largest Jowett agents in the country, are in very urgent need of low mileage as-new 1953 or 1954 full Series III Javelin de luxe. [W4049]

PRIVATELY owned Javelin.—S. Brae Court, Kingstons Hill, Surrey. Tulse Hill 2768. [W2037]

ALMOST new Jowett required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

Jowett Spares and Service
 COMPLETE spares for Javelins and Bradfords always in stock; specialised repairs, tuning and service.—H. Kington, Surrey. Tel. Horley 17. [9661/R]

W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston, Kingston 2241. [184053]

EAST Anglia.—For all Javelin and Bradford spares. Peter Guest, Ltd., Gaywood, King's Lynn, Tel. 4129. [C3064/R]

GORDON CARS (LONDON).—Specialist service, all Jowett models; largest spares stock in south.—7-9, Russell Parade, Colders Green, N.W.11. Spe. 9761. [C1335/R]

JOWETT Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Arm, Great Cambridge Rd., N.17. Tel. 1906/7553. [C504/R]

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and Jowett Javelins.—Bonniers Lane, Harrow, Tel. 6225-6. [0075/R]

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kin. 0710 and 8413. Jowett agents and specialists, comprehensive stock of spares, 1930-1954 models; over 20 years' Jowett experience. [0759/R]

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialists required.—228-230, London Rd., Croydon (Cro. 3641-2); Bushwood Corner, Leytonwood, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [0463/R]

Kaiser Cars Wanted
 SIMPSON'S MOTORS (WEMBLEY), Ltd., the Kaiser buyers.—Wembley 8691/9503. [W4015/R]

LAGONDA
 DUNCAN HAMILTON & Co.
 LAGONDA 2½-litre sports saloon, dove grey with blue leather interior, fitted heater, spot lights, etc., works maintained, (wheels order); £365.—33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091]

LAGONDA 1937 4½-litre pillarless saloon, colour black, a specimen throughout; price £275.—Lyle's Garages, Ltd., 50/52, Broad St., Birmingham. Mid. 6578. [9399]

LAGONDA
 METCALFE & MUNDY, Ltd.
 1938-9 Lagonda 4½-litre L.G.6 drop head coupe; £485.
 METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

BROOKLANDS, London distributors.
 1955 models, 2-door, 4-door saloons, drop head coupe available; demonstrations.
 1954 Lagonda 3-lit. saloon, 6,000 miles.
 1952 Lagonda 2.6-lit. saloon, radio.
 CONFIDENTIAL terms; guarantee.

103, New Bond St., London, W.1. Mayfair 8351. [C1029]

WORKING MOTORS (Mercedes distributors).
 1951 Lagonda 2.6 saloon, maroon, heater, radio, loose covers, 35,000 miles, cost £5,500, in immaculate condition; £275.—Maybury Hill Garage, Woking 4277-8. [C2057]

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—
 1951 Lagonda 2.6-litre saloon, finished dark blue, light blue leather interior, heater, radio, not yet run-in after engine overhaul, immaculate condition throughout; £395; maximum h.p. terms available. [C1001]

DAVIES MOTORS, Ltd. (Managing Director J. E. Davies, 20 years service manager to Lagonda, Ltd.).
 1938 Lagonda 4½-litre independent suspension sports saloon, one owner since 1939, taxed; £575.
 273, London Rd., Staines. Tel. 4211-5. [C1080]

1951 grey Lagonda foursome coupe, red leather interior, 23,000 miles, one owner; £1,050.—Bournemouth 5555. [9277]

1953 2½-litre drop head coupe, radio, heater, screenwashers, seat covers, 24,000 miles, superb example; £1,395.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3048]

1951 Lagonda 4½-litre drop head coupe, 40,000 miles, colour green, maintained regularly and fully guaranteed; £895.—Roland C. Bellamy, Ltd., Saint Mary's Gate, Grimsby, Lincs. [9379]

9584.—Lagonda late 1944 4½-litre sports saloon, sliding head, leather, P.106, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube). Hampstead 6041. [C4018]

Lagonda Cars Wanted
 ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

GOOD V.12 or post-war Lagonda.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

Lagonda Spares and Service
 DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years' service manager to Lagonda, Ltd.). Specialists in all aspects of service.—273, London Rd., Staines. Tel. 4211-5. [0390/R]

LANCHESTER
 RAYMOND WAY.
 RAYMOND WAY, East London branch.

1937 Lanchester 14, semi razor edge, 4-door, 4 light coach, black with green leather, very clean condition throughout, 3 months' written guarantee; 1995ms or £70, balance h.p.
 EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.
 RAYMOND WAY, 775, High Rd., Seven Kings, Tel. Seven Kings 4068. [9509]

STRATSTONE, Ltd.
 LANCHESTER 14 saloon (Sept., 1953), black, brown leather; £395.—Stratstone, Ltd., 40, Berkeley St., London, W.1. (Mayfair 4404). [C4022]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
 1937 Lanchester 14; £145.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1953 (July) Lanchester 14 saloon de luxe, 12,000 miles, genuine, spare unused; £895.
 RIPCOT, Ltd. (Lanchesters purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-5-4. [C3058]

1953 (November) Lanchester 14, green, heater, one owner, immaculate; £895.—Campbell Symonds, Perivale 4456. [C1087]

1953 Lanchester 14 saloon, like new; £650. Hiring terms, deposit £20 and 56 hiring rentals of £32/15 inc. tax and ins.
 COODEN ENGINEERING CO., Cooden, Bexhill, Tel. Cooden 600. [9510]

1948 Lanchester 10 saloon, black, genuine 27,000 miles, one private owner, good tyres, covers, much sought after car; £415.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview W9039/5396. [C4074]

£375.—1948 Lanchester 10 4-door saloon de luxe, 34,000 miles odd only, loose covers and link mats from new, small vehicle of quality in first rate order throughout, three months' mechanical guarantee. Terms to suit and exchange.—Coachcraft, Kim Rd., Evesham. Tel. 6539. [C1055]

Lanchester Cars Wanted
 KIRKWOOD CARS buy pre-war Lanchesters.—7a, Streatham Hill, S.W.2. Tulse Hill 1228. W2037

LANCHESTER 10 saloons, 1951 onwards, urgently required; highest prices paid.
 STRATSTONE, 40, Berkeley St., London, W.1. (Mayfair 4404). [C4022]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Lanchester Spares and Service
 ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering service, Lanchester cars, preselection gear box, exchange and 48-hour repairs.—109, Fulham Rd., Chelsea, S.W.5. Kensington 7301 and 7321. [0237/R]

LANCIA
 LANCIA Augusta 1954 saloon, over £140 spent this year; £165.—Tel. Fulham 0506. [9405]

1954 (model) Lancia Aurelia pillarless standard saloon, 9,000 miles, black; £1,595.—Below.
 1951 (model) Lancia Aurelia pillarless saloon, grey; £1,080.—Joe Thompson (Motors), Ltd., 81-85, Fulham Rd., South Kensington, S.W.5. Kensington 4858. [C4023]

A. FRILIA de luxe, 1937, leather upholstery, post-war wheels, radio; 3 months' guarantee; £280; £95 deposit.—R. J. Searle, Ltd., Molesey 2143-3. [C4059]

1935 Lancia Augusta saloon, excellent runner, good tyres, taxed; £125 or £50 down.—Hray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. [C1034]

2459ms.—Lancia Augusta 1936 saloon, IFS, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube). Hampstead 6041. [C4013]

J. R. BARTLETT.—Lancia 2-litre Grand Turismo, small mileage, super condition, a really faultless car. Lancia 1954 series Aurelia saloon, one owner, almost unmarked, now reduced to £1,450, cost over £2,800, genuine bargain. Exchange and deferred terms. —27, Peimbridge Villas, W.11. Bay. 0523. [C1013]

Lancia Cars Wanted
 A. FRILIA, Astoria or Augusta required.—R. J. Searle, 25, Church St., Hampton. Molesey 2142. [W4069]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Lancia Spares and Service
 LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general servicing reconditioning, technical data, etc., apply Lancia Works, Alperdon, Wembley. (W. 3659). [0520/R]

LEA-FRANCIS
 GLANFIELD LAWRENCE offer:—
 1947 Lea-Francis 14hp saloon in maroon, red leather, heater, excellent value; £325.—407, High Rd., W.12. Finchley 0361. [C2063]

CHARLES FOLLETT, Ltd., Sole Distributors Lea-Francis London and Home Counties.
 SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6366.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

1949 sports 2/4-seater 1½-litre, very good condition, grey and red; £2390, or exchange 1949-50 Morris Minor saloon.—Box 5707. [9286]

£585/11.—1951 Lea-Francis 14hp sports saloon; this vehicle with speedometer reading 17,000, hardly 4 years ago! It's outstanding; open the doors! It practically smells brand new inside; costing £1,800 barely 4 years ago! It's magnificent value! Terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube). Hampstead 6041. [C4018]

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd. Finchley (East Finchley Underground). Finchley 6222-5-8. [C4058]

Lea-Francis Cars Wanted
 GOOD Lea-Francis required.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Lea-Francis Spares and Service
 LEA-FRANCIS CARS, Ltd.
 SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 62024-5-6. [0592/R]

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.
 SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6366.

OFFICIAL Lea-Francis London Service Station.
 BARNSDALE Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7. [0595/R]

LIMOUSINES
 A & S GUARANTEED LIMOUSINES. Specialists for 30 years. Varied selection seven seater cars.
 ALPE & SAUNDERS (Limousines Purchased). Providence Court, North Audley Street, Mayfair 2941. [C1006]

1946 Humber Pullman limousine, black, partition, occasional, immaculate; £425.—Peter Guest, Ltd., King's Lynn, Tel. 4129. [6505]

DAIMLER 4½-litre 7-passenger limousine (1939), black; £525.—Stratstone, 40, Berkeley St., London, W.1. (Mayfair 4404). [C4023]

145ms.—Austin 16 1956 Chalfont 7-seater limousinal, sliding division, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. [C4018]

LINCOLN
 SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars". [C4015]

ON all matters of sales, spare parts, repairs and advice, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford, Tel. Ealing 4506-9. [0747/R]

MERCEDES
 CHARLES FOLLETT, Ltd., offer:—
 1955 Mercedes 500 SL sports coupe, metallic silver, 5,500 miles only, this car is in exhibition condition and has been maintained by the makers, fantastic performance; £3,950.
 SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6366.

SERVICE: Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MERCEDES-BENZ

JOHN S. TRUSCOTT, Ltd.
MERCEDES-BENZ wholesale and retail distributors offer:
1954 Type 180 saloon.
1954 LSO pre-war type 540K cabriolet; £295.
A SEVERAL new models in stock, immediate or early delivery including latest type 220A.
E KCHANG28, deferred terms.
173 Westbourne Grove, London, W.11. Bay 4274 [C4025]

TAYLOR & CRAWLEY offer:
1954 (Sept.) Mercedes-Benz Type 500b de luxe, 19,000 miles, radio, beautiful condition throughout; £2,375.
1954 series Mercedes-Benz Type 720 saloon, 12,000 miles, one owner, seat covers, radio, absolutely immaculate; £1,195.
1950 Mercedes-Benz Type 170a saloon, radio, heater, covers, first-class German history; £475.
42 A South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6891. [C4056]
1938 Type 250 cabriolet, excellent, reliable car, seen London; £550—Box 5617. [9122]
BROOKLANDS—Mercedes London wholesale and retail—105, New Bond St., W.1. Mayfair 8551.
NEW and unregistered 170 diesel; £1,295.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. [C5001]

Mercedes-Benz Spares and Service
MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales, service and spares—58, Camberwell New Rd., E.5. Tel. Reliance 1691. [0962/R]

MERCURY

ON all matters of sale, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford, Tel. Ealing 4506-9. [0748/R]

M.G.

WM WELBECK MOTORS, Ltd., for M.G.
1951 M.G. 1½-litre saloon, maroon; £550.
1953 M.G. T.D., engine renewed 9,000 miles ago, Shrocks lower, many extras; £565.
WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker Street Station). Welbeck 1159. [C4049]

AUTOSALES (LONDON), Ltd., offer:
1954 M.G. T.P., black with beige upholstery, fitted heater and many extras; £635—59-65, Belair Rd., N.W.6. Mat. 5556-2155. [19561]

GUY SALMON AUTOMOBILES offer:
1955 M.G. Magnette, under 5,000 miles, condition as new; £285.
1954 (August) M.G. Magnette, metallic grey/red leather, 9,000 miles only, one owner, immaculate condition; £285—Portsmouth Rd., Thames Ditton, Esherbrook 215-5. [C4001]

PARADE MOTORS (MITCHAM), Ltd., offer:
1949 M.G. T.C., black and red, fitted luggage carriage, Windom, horns, excellent tyres; £390.
1949 M.G. T.C., black and red, this car is really outstanding in all respects, low mileage; £415.
1947 M.G. T.C., green, in excellent condition; £360.
1947 M.G. T.C., black, beige, fitted oversize wheels, nice condition throughout; £355.
1939 M.G. T.A. drop head coupe; £295.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. [C3056]
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:
1938 M.G. 1½-litre saloon, radio, heater, spots, £295; 1959 M.G. 2-litre saloon, £245—555, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]
1955 Magnette saloon, black, immaculate; £290—Orpington 30059. [9456]
1954 (July) M.G. Magnette saloon, export model, 12,000 miles, as new; £765.
IFCO, Ltd. (M.G.s purchased), 16, Albemarle St., R. Mayfair, London, W.1. Hyde Park 2952-3-4. [C4015]

£75—1934 J.2, fitted Ford 8 unit, very lively, everything works—Ford 5180. [9292]
1952 M.G. 1½ saloon, maroon, radio, covers, excellent condition; £395.—Tel. Sydenham 7491. [19515]
1952 T.D. Stage 15, many extras, new battery and tyres, excellent cond.; £525 o.n.o.—Box 5748. [19419]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available—80, Piccadilly, W.1. Grosvenor 4141. [0956/R]
BEARTS of Kingston, M.G. specialists; sales, spares, repairs—102, London Rd., Kingston, Tel. Kin. 5346. [0082/R]
1947-8 M.G. 1½ saloon; £395, payment Oldfield, 288, Kensington High St., W.14. Wes. 6631. [C5029]

625 ens.—M.G. Midget 1954 T.P. 2-seater, radio, luggage carrier, one owner, exceptional, terms, exchanges.—Rowland Smith, below.
325 ens.—M.G. Midget 1947 T.C. 2-seater, twin headlights, very good condition; terms, exchanges.—Rowland Smith, below.
69 ens.—M.G. Midget 1930 5hp 2-seater, good condition; week of 10 Midgets; terms, exchanges, but open 9-7 twice on 2nd Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 66-1. [C4018]

1952 M.G. 1½-litre saloon, maroon with beige upholstery, heater; £615—Bentall's, Ltd., Kingston-on-Thames, Kingston 1001. [C1095]

1955 (March) M.G. Magnette, 5,000 miles, radio, heater and T.P. car; £295—Telworth Motors, Kingston By-Pass, Elmbridge 2254. [C4061]

M.G.

1953 M.G. T.D. 2-seater, black, radio, many extras, one owner, low mileage, new tyres; £590.
GEORGE KIDD MOTORS, Beauchamp Rd., Leamington Spa, Tel. Leamington Spa 1247. [8378]
1955 M.G. Magnette, works package—Sidney Marcar, Ltd., 53, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006]

1937 M.G. T.A., rebore and extensive overhaul February; many new parts, all bills shown; £210.—Pinner 7063. [19521]

1955 M.G. Magnette, low mileage, extras, as new; £395.—A. Owen (Hendon), Ltd., Tel. Col. 5185. [19548]

1939 M.G. 2-litre drop head coupe, exceptional condition throughout; £265; 5 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hove, Mountview 5228 and 5774. [C4054]

1940 2-litre M.G. saloon, splendid condition, must be seen; £255—London Cars, 582-6, Greenford Rd., Greenford, London, Wuxlow 2643/4407. [C2057]

1939 M.G. 1½-litre V.A. series tourer; £243-5. Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3068]

£145—1933 M.G. J2 model, red and cream, new hood, excellent runner, bargain—Haverstock Garage, 50, Haverstock Hill, N.W.3. Gulliver 2422. [9577]

1955 Series M.G. Magnette saloon, 5,000 miles, carefully maintained, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 405. [C1010]

1953 T.D. M.G., black and red, heater, luggage grid and trunk, 16,000 miles.
John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

1946 T.C. M.G., mechanically perfect, just resprayed, screen hood, £335.—Tel. 2751. "Girens," Wymondley Rd., Hitchin, Herts. [9443]

1954 (September) M.G. Magnette saloon, 8,000 miles only, B.M.C. guarantee.—Green & Zonia, Ltd., 246-252, Deansgate, Manchester, 3, Tel. Deansgate 3325-6. [C2028]

1947 M.G. T.C., black, reconditioned engine, gear box, brakes relined, loose covers, Windom horns and other extras, excellent condition.—Thornes, 128, Lichester Rd., Yeovil, Somerset. [9322]

J. H. BARTLETT—M.G. 1950 1½ Y type saloon, J. bronze with red leather upholstery, reconditioned engine, lower, screen washers, 6,200 miles, woodwork, Pembridge Villas, W.1. Bay. 0525. [C1015]

£175—M.G. 2½-litre 1937-58 drop head coupe, in exceptionally nice mechanical condition with neat appearance.—Norman Autos, 344-354, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. [C4089]

1947 M.G. T.C. sports, black, red leather, one owner since 1948, genuine 20,000 miles only, very well maintained example; £365.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2691. [19360]

1954 M.G. Magnette saloon, black, red leather, heater, screen washers, 6,200 miles, wonderful example of a wonderful car; £275.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9059 and 5306. [C044]

1948 M.G. T.C. open 2-str. sports, red, reconditioned engine recently fitted, very carefully used; £135 deposit, balance H.P. exchanges.—Milton Motors, 258, Deansgate, Manchester, 3, Blackfriars 5624. [19591]

M.G. 1952, maintained as new by the works, new engine, plastic hood, leopard skin seat covers, radio, heater, reversing light, luggage carrier, new battery, badge, complete condition; £240.—Tel. Nat. 0476, Ext. 10; evenings, Uro. 4980. [9310]

1955 M.G. Magnette saloon, colour black with green leather upholstery, delivery mileage only; £332 deposit, balance H.P. exchanges.—Milton Motors, 258, Deansgate, Manchester, 3, Blackfriars 5624. [19588]

JACK ROSE, Ltd., offer: 1954 Magnette in maroon, in almost unmarked condition, £295; also 1954 T.P. in grey, red leather, almost unmarked, £235.—Stanford Rd., Wallington, Surrey, Wall. 6677, also High St., Banstead, Hurgh Heath 2378. [C3056]

1940 M.G. 12hp V.A. sports drop head fourseater coupe; £295; also 1939 M.G. T.A. sports 2-seater, £250; Trade Enquiries Welcomed; terms and exchanges.—Roya Automobiles, Ltd., 127 Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8694. [C3059]

£555—M.G. 1½-litre saloon de luxe, only two owners since 1937, have nursed and maintained this vehicle, bodywork literally brand new, interior spotless, extras include Redex Labouchere heater, mirrors, special draft deflectors, radiator blind, Redex car-car robot, two expensive special fog lamps and spot lamps, complete car; undoubted the most magnificent mint condition M.G. we have ever had.

L. AMES OF WOOD GREEN (Est. 1897)—100 guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-5-4. [C2052]

M.G. Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.2. Ham. 6041. [W4018/R]

SLOCOMBES, Ltd.
WE urgently require M.G.s of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dolly Hill Stn. [W4017]

WANTED. M.G. T.D., good condition; about £450.—Calder, 39, Heathfield Court, Chiswick. Tel. 3462. [19474]

CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash—138-142, High St., Tooting, S.W.17. Bal. 3464. [W1095]

JACK ROSE, Ltd., require immediately M.G. Magnette and T.P. cars—Stanford Rd., Wallington, Surrey, Wall. 6677. [W3056]

M.G. Cars Wanted

ALMOST new M.G. required immediately—54, Streatham Hill, S.W.2. Tel. Hill 2678. [W3018]

MAGNETTE saloon required, must be nearly new, colour preferred.—81, Alresford Rd., Winchester. [W1010]

H. A. SAUNDERS require post-war saloons for cash or in part exchange.—144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

XXX Excellent cash prices for good M.O. cars.—H. P. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

URGENTLY required, 1947-55 M.G. 1½ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9580]

C.N.K. MOTORS urgently require M.G.s, particularly V.A., T.A., T.B. and T.C. models.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052]

WANTED, nearly new M.G. Magnette, distance no object; details and price.—Green & Zonia, Ltd., 246-252, Deansgate, Manchester, 3, Tel. Deansgate 3325-6. [W2028]

M.G. Spares and Service

TOULMIN MOTORS.
OFFICIAL stockists.
SPECIALIZE in M.G. and M.G. cars only, repairs and complete overhauls, all models; reconditioned engines in stock for all models 1932 to 1952; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always in stock; new vertical drive spares now available; we specialize in racing spares; write or tel.

TOULMIN MOTORS, 345, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2239 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [0349/R]

LARGEST and quickest spares service in the South of England.—Hewens Garage, Ltd., Reading, RG. 4436. [C2026]

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.O. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0504/R]

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used; valves, springs, guides, gaskets, road springs, brake linings and cables; stage 1 and 11 Laystall, Lucas cylinder heads, petrol tanks, fold-down winders, silencers and exhaust systems; stamp new list.—159-161, London Rd., Kingston 5621-2. [M1071]

M.G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies, prompt postal service; e.o.d. guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3085. [0435/R]

MORGAN

ELM AUTOSALES offer:
1952 Morgan Plus 4, professionally converted to occasional 4-seater, cream and maroon, this car is in faultless condition; £485.—Elm Autosales, 88, Hatfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

ALEX UNDERWOOD offers:
190 ens.—Morgan 4/4 2-seater, 1937, excellent condition.—Underwood-Rusling (Sports Cars), Ltd., Queensberry Rd., Kettering, Tel. 3551. [04079]

1953 Morgan Plus 4 drop head coupe, finished blue, one owner; £525.
PARKERS (MANCHESTER & BOLTON), Ltd., Deansgate, Manchester, Des. 4507. [0508]

1952 Morgan Plus 4, Vanguard engine, in outstanding condition; £475.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016]

1951 Morgan 4 plus d.h. coupe; £430.—Smith & Hunter, 76, Kensington High St., W.8. Tel. Western 2312. [C4019]

1947 (August) Morgan 4/4 drop head coupe, one owner, really smart, cream, new hood; £385 or £130 deposit, balance H.P. exchanges.—Bray Motors, 190-184, West End, N.W.6. Hampstead 6490. [C1084]

1954 (June) Morgan Plus 4, 4-seater, blue, one owner/driver, carefully maintained, excellent condition; £420.—5, Clermont Rd., Preston, Brighton, Tel. 5651 (2 mins. Preston Park Station). [9478]

Morgan Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans.—Hampstead (Tube), N.W.2. Ham. 6041. [W4018/R]

SLOCOMBES, Ltd.
WE urgently require Morgans of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dolly Hill Stn. [W4017]

WANTED. Morgan 4/4, good condition; about £450.—Calder, 39, Heathfield Court, Chiswick. Tel. 3462. [19474]

CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash—138-142, High St., Tooting, S.W.17. Bal. 3464. [W1095]

JACK ROSE, Ltd., require immediately M.G. Magnette and T.P. cars—Stanford Rd., Wallington, Surrey, Wall. 6677. [W3056]

MORRIS MINOR

W. HAROLD PERRY, Ltd., 1105/1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3041]

1953 (December) Morris Minor 4-door de luxe saloon, black, red leather, heater, low mileage, excellent condition; £565.
W. HAROLD PERRY, Ltd., 1105/1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3041]

CAR MART, Ltd.
1954 Morris Minor 2-door saloon, black with red upholstery; £520.
CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Tel. 5500. [C1039]

1953 Morris Minor 2-door, black/red; £485.—John Trigg, Ltd., Esher 2255. [C4008]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

GLANFIELD LAWRENCE offer:—

1955 (June) Morris Minor coupe, black, 700 miles only; £395.—407, High Rd., N.12. Finchley 0081. [C2053]

PHILIP RICKARDS, Ltd., offer:—

1954 (March) Morris Minor 2-door saloon, birch grey, 2,400 miles only; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [C3051]

WANSTEAD MOTORS, Ltd., offer:—

1953-4 Morris Minor saloon, green, heater, 12,000 miles; £525. [C3052]

WANSTEAD MOTORS, Ltd., offer:—

1953 Morris Minor, ohv, 4-door saloon, heater, grey; £535. [C3051/1]

THREE months' guarantee; terms; list on application. —Swiss Cottage, Finchley Rd., N.W.3. [C1051/1]

C.M.I. CAR SALES (Pri. 6623) offer:—

1953 Morris Minor 2-door saloon, black, taxed, year. [C3051/1]

THREE months' guarantee; terms; list on application. —Swiss Cottage, Finchley Rd., N.W.3. [C1051/1]

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 (November) Morris Minor 2-door saloon, 10,000 miles, one owner, taxed; £495.—Watford Way, Hendon Court, N.W.4. Tel. Hendon 8064-5. [C2034]

1955 Minor Travellers, 11,000 miles; £670. [C2034]

1953 Minor saloon, really nice order; £470.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019]

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1952 Morris Minor saloon, blue and red, one owner, 14,000 miles; £475. [C3044]

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1954 Morris Minor saloon, 5,000 miles; £610. [C2068]

JACK GREEN CARS (LONDON), Ltd., 101-5, Walworth Rd., S.E.17. Rodney 7111-2. [C2068]

MORRIS MINOR, 2-door, 1952, one owner; £475 o.n.o. —Maiden 3665. [C1915]

1953 Morris Minor saloon, radio, new condition; choice 2 from £495. [C3044]

SEE us at the Hendon Show—Jack Pozner (Autos), 395, Hendon Way, P.W.4. Ken. 8011-2. [C3063]

MINOR 1950, 2-door, black saloon, good condition; £395, h.p. terms available.—Tel. Egham 2535. [C1946]

1949 saloon, one owner, taxed; £385.—Glen. d. Levenston, Ltd., Rickmansworth, Tel. 5326. [C1957]

1954 Morris Minor Travellers car, 15,000 miles, de luxe model, in good condition; £650, cash offer.—Box 5668. [C19213]

MORRIS Minor saloon, 1952, one lady owner, very nice condition, regularly serviced, no dealers; £470.—She. 2871. [C19437]

1954 Morris Minor de luxe convertible, green, leather, one owner, guaranteed; £525.—Campbell Symonds, Wembley 6262. [C1037]

1955 (May) Morris Minor 4-door saloon, grey/red, 900 miles only; £625.—Salmons Garages, Ltd. Temple Bar 3339. [C4029]

1952 (June) Morris Minor convertible, blue; £465.—Vandervells, 215, Haverstock Hill, N.W.5. Primrose 4441. [C4067]

1951 (March) Morris Minor 2-door saloon, green/ beige, heater, taxed year, nominal mileage; £435. [C1107]

A LITWOOD GARAGE, Altwold Rd., Maidenhead, Tel. 4417. [C1107]

LITWOOD GREEN 3076, 70, evenings and weekends. [C1107]

1955 Morris Minor 2-door saloon, grey, small mileage, extras; £550 or best.—Manchester, Didsbury 1226. [C19478]

1955 Morris Minor Traveller, green, 6,000 miles; £645.—Lowe, 11, Troubridge Park, Ilchester (Tel. 315), Somerset. [C2980]

£410.—Morris Minor 1951 model, black, convertible, fitted heater, h.p. terms.—Tel. Ful. 6887. [C19468]

1955 Minor, black saloon, 2-door, 2,900 miles, taxed December; £540.—1, Dungran Ave., Putney, Tel. Prospect 6396. [C19480]

1954 (May) Morris Minor 2-door de luxe saloon, black, 8,000 miles, as new; £535.—Dobson's, Ltd. (Morris Agents), Staines 801. [C1074]

1954 Morris Minor traveller's car, low mileage, heater, clarendon grey; £600.—Wheeler's (Newbury), Ltd. Newbury, Tel. 1020. [C19589]

1950 Morris Minor convertible, nice condition throughout, taxed, £395; consider part exchange.—14, Bulkington Ave., Worthing 1839. [C4027]

1954 (December) Morris Minor, 2-door, black, 6,500, quick private sale; £375 o.n.o.—Box 5751. [C19427]

2074 miles only.—1954 (Sept.) Morris Minor 2-door saloon, birch grey/red, heater, wing mirrors, one owner, taxed year, quite as new; £565. [C1107/1]

A LITWOOD GARAGE, Altwold Rd., Maidenhead, Tel. 4417. [C1107/1]

LITWOOD GREEN 3076, 70, evenings and weekends. [C1107/1]

1953 Morris Minor saloon, one owner, 20,000 miles, split did order; £475.—Sargeant & Collins, Ltd., Bickley Rd., Bromley, Imperial 2242. [C19507]

1952 Morris Minor saloon, one owner, excellent throughout, guaranteed; £475.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C4053]

1953 Minor convertible, ohv, carefully maintained, many extras; £490.—Cooper, 10, Ormond Ave., Hampton, Middlesex. Tel. Molesey 3913. [C19200]

1955 (June) Morris Minor pick-up truck, grey, 1200 miles only, unused; £395.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.8. Riverside 2859. [C19377]

MORRIS MINOR

BRUTONS.—1952 Morris Minor 2-door saloon, green, new engine, taxed year; £485. Terms, exchanges. —1a, Lexham Gardens Mews, W.8. Fremantle 9129. [C1104]

1953 Morris Minor 2-dr., grey/red, one owner; £515; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022]

1954 Minor 2-door saloon, one owner, green, £515 complete servicing records, genuine bargain; £515.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045]

1955 Morris Minor 4-door de luxe saloon, quite new; also 1952/3 Morris Minor convertible; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4963. [C1010]

TWIN carburettor conversions, h/v head and high ratio rear axle give amazing performance; send for data and road tests; demonstrations; h.p. terms; part exchange. [C1010]

1954 (June) Morris Minor 2-door saloon, birch and red, heater, screen washer, Alex. and H. Power conversion; £550. [C1010]

1954 Morris Minor convertible, green, heater, 12,000 miles, fitted with Alexander Hi-Power conversion; £550. [C1010]

A LEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

1954 Morris Minor traveller's car de luxe model, latest H.M.V. radio, heater, small mileage, taxed; £635.—Kine St. Motors, 54, King St., Canbridge 57178. [C3111]

75mph, 45mpg, twin carburetors, h/v head, 0-50 15.6 sec, data and demonstrations.—George Bogie (Sports Cars), Mollington, nr. Chester. Great Mollington 353. [C1106]

1953 Morris Minor 4-door saloon, fawn, heater, practically as new throughout; £545.—Northways Garage, Swiss Cottage, N.W.3. Pri. 6623. [C5026]

1953 (registered) Morris Minor convertible, black, red hide, mileage 15,000 genuine, excellent condition; £475.—Flat 3, Westcroft, Kingston Hill, Kingston 3608. [C3501]

525gns.—Morris Minor 1954 model series II de luxe saloon, birch grey, red leather, heater, overriders, one owner, small mileage; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

1953 Morris Minor saloon, one owner, 14,000 miles, as new throughout, taxed year; £535; H.P. terms, part exchanges.—Percy D. Steeman, Ltd., 91, Cowley Rd., Uxbridge 5022. [C4089]

MORRIS Minor (November, 1951) black convertible, 1952 model, with raised head lamps, 19,000 miles, very good condition; £435.—Harris, 9, Frankie Ave., Quinton, Birmingham. Woodcase 2730. [C3923]

MORRIS Minor saloon, 1950, black, 28,000 miles, one owner, carefully used, excellent condition throughout, new Dunlop tyres, sole reason for disposal; £425.—Tel. Putney 7977. [C3905]

1954 Morris Minor convertible de luxe, green with special leather hood, 15,000 miles, one owner, cost over £600; accept first offer over £500; taxed year.—Tel. Chesham 234. [C9296]

1953 Morris Minor 2-door saloons, guaranteed 6 months, choice of 3 from £500, h.p. up to 9 years.—54, Acce Lane, S.W.2. Brixton 4011, and 1-5 Dorking Rd., Epsom, Surrey. Epsom 3901. [C4085/R]

1955 Morris Minor 2-door saloon, black, red upholstery, under 1,000 miles; £585; exchanges.—Palmer, Russell Gardens Mews, Kensington, W.14. Park 9704/5963. [C5034]

WALTER SCOTT, Ltd., offer September 1952 Minor 2-door saloon, expert model, R.H.D., black, heater, low mileage, one owner; £435.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube) Primrose 5914. [C19454]

1954 4-door Morris Minor, 9,200 miles, black, 2-door, heater, screenspray, covers, wing mirrors, protectors, Windones, overriders, taxed, immaculate condition; £585.—Evenings Tel. Duddeston Heath 235. [C3472]

1955 Morris Minor Traveller's car, green with green leather upholstery, delivery mileage only; £232 deposit, balance H.P.; exchanges.—Milton Motors, 258, Deansgate, Manchester, 3, Blackfriars 5824. [C3950]

14000 miles, Morris Minor 4-door saloon de luxe, grey, red leather, first registered Nov. 1952, and since carefully driven by one lady owner; £540.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2. [C3011]

PRIDE & CLARKE, Ltd.—1955 Morris Minor 4-door saloon, black/red, 4,000 miles; £615, 1954 low mileage, heater, several from £499, 1952 convertible; £469, 1950 tourist; £399. Tel. Exeter 6251, lists, guaranteed.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minors.—Hampstead (Tube) N.W.3. Ham. 6041. [W4016/R]

SLOOMBERG, Ltd. [C19468]

WE are always pleased to purchase nice examples of Morris Minors.—38-52, Dudden Hill Lane (nr. Dollis Hill Underground). Willades 4869. [W4017/R]

ALMOST new Minor required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

LOW mileage ohv cars wanted urgently, particularly convertibles. [C19468]

A LEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [W1094]

MORRIS EIGHT

1947 Morris 8 series E 2-door de luxe saloon; £320.—Colindale 4330. [C9027]

£85.—1935 Morris 8 saloon, very good mechanically.—Tel. Egar 6144 after 6 p.m. [C4996]

1948 Morris 8 series E 4-door saloon; £365.—Ace Hounslow 5476. [C2050]

MORRIS EIGHT

S.G.A. MOTORS (KENSINGTON), Ltd., who deal exclusively in Morris 8s, offer:

1947 series E 2-door de luxe saloon, choice of two; £345. [C1104]

1939 series E 4-door de luxe saloon; £265. [C1104]

1939 series E 4-seater tourer, outstanding condition; £250. [C1104]

1938 2-door de luxe saloon; choice of 2 from £190. [C1104]

1938 4-seater tourer, outstanding condition; £185. [C1104]

1937 4-door de luxe saloon; £165. [C1104]

1937 4-seater tourer; £165. [C1104]

AND other saloons and tourer in stock. [C1104]

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges. [C1104]

S.G.A. MOTORS (KENSINGTON), Ltd. Morris 8 Specialists, 10, 13 and 14, Atherton Mews, Cromwell Rd., S.W.7. (3 minutes Gloucester Rd. Tube). Western 3208. [C3065]

£185!!!—1938 Morris 8 tourer, excellent mechanical, ally, good hood and sidescreens, bargain price.—Below. [C1104]

£145!!!—1937 Morris 8 saloon de luxe, choice 2, both excellent. [C1104]

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C3062]

1947 Morris 8 (E), exceptionally sound; £325.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019]

£80 o.n.o.—1935 (Sept.) Morris 8 saloon, mechanically sound.—Connolly, Cow Roast, nr. Tring, Herts. Tring 2229. [C3005]

1947 Morris 8 saloon; remarkable bargain, £295! Also 1936 saloon; £751.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1947 Morris 8 Series E saloon, immaculate; £339.—G.P. (Baiham), Ltd., 2c, Baiham Hill, S.W.12 (100 yds. Clapham South Tube) Batt. 1107-8-9. [C1054]

1948 Morris 8 saloon, black, brown leather upholstery, choice of two, in first-class condition; £350.—Norman Autos, 544-554, London Rd., West Croydon, Surrey. Tel. Thornton Heath 463. [C4069]

95gns.—Morris 8 1937 saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

PRIVATELY owned Morris 8-5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2762. [W4037/R]

MORRIS 8 Series E saloon wanted.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 9638. [W4059/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube) N.W.3. Ham. 6041. [W4016/R]

H. A. SAUNDERS require 8hp saloons for cash or in part exchange.—144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

MORRIS TEN

1939 Morris 10 saloon; £245; 3 months' guarantee; terms and exchanges. [C1092]

JACK WILLIAMS MOTORS, Ltd., 179, Priory Rd., Hounslow, Mountview 5228 and 5679. [C4024]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—£165—555 High Rd., Wembley Middlesex. Tel. Wembley 4422. [C3015]

1939 Morris 10 series M, black, 4-door saloon, excellent condition; £245.—Sunny Hill 3359 and 0030. [C3074]

1948 Morris M. 10 saloon, black/brown, good tyres, ex. cond.; £335.—Dorking Motor Co., Ltd., Dorking 2256. [C1008]

1948 Morris 10 de luxe saloon, very good condition; £355, rubbasauced, taxed.—4, Brendon Rd., Dagenham, Essex. [C4959]

£50 vehicle, in good running order.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053]

1939 (model) Morris 10 series M saloon, black, brown interior, heater and for lamp, very nice condition; £235.—Robbins, East Putney, Tel. 7961. [C5010]

1947 Morris 10 saloon, black with brown leather upholstery, excellent condition; £295.—Conway Motors (Hove), Ltd., 107, Kings Rd., Chelsea, Flaxman 7638 and Hove 30107. [C1105]

1946 Morris 10 saloon de luxe, black, brown hide, sun roof, excellent tyres, 2,000 miles since reconditioned engine, £335; 3 months' written guarantee; terms, exchanges.—C.W.K. Motors, 553, Finchley Rd., N.W.5. Hampstead 5712. [C1052]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube) N.W.3. Ham. 6041. [W4016/R]

H. A. SAUNDERS require 10hp saloons for cash or in part exchange.—144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

MORRIS TWELVE

MORRIS 12, 1939, excellent condition; £200.—Box 5632. [C1915]

1939 Morris 12 saloon; £195.—Montrose Motors, (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3098]

1936 model Morris 12, immaculate throughout, perfect mechanically, 41 m.p.g., loose covers, defroster, a really superb car in every way (private sale); £155.—229, High St., Hounslow, Tel. Hounslow 9150. [C1022]

1938 Morris 12 saloon, recent new engine, good tyres, battery, etc., resprayed; £195, or £65 deposit, balance 12 months' exchanges, finance offers. Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7105-6. [C4071]

MORRIS FOURTEEN

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1938 Morris 14 saloon; £115—555, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4019]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS COWLEY

ELM AUTO SALES offer:—
1953 model Morris Cowley van, beige and brown, 10,000 miles only, innumerable extras, completely as new throughout. £225.—Elm Autosales, 62, Hatfield Rd., Wimbeldon, S.W.13, Cherrywood 1615. (2067)
1955 Morris Cowley saloon, quite new; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C1010)

MORRIS OXFORD

RAYMOND WAY.
RAYMOND WAY OF KILBURN.
RAYMOND WAY, the hire-purchase specialists.
1953 Morris Oxford saloon, finished in green, taxed year, genuine low mileage, this car is virtually unmarked, interior like new. 559pns.
HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. (C1006)
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)
H. BEART & Co., Ltd., offer:—
MORRIS Oxford saloon, 1955 model, birch grey with red leather. Sited radio and heater, spot lamp, etc., in immaculate condition throughout; £545.—102, London Rd. and High St., Kingston-on-Thames, Kingston 3548. (C1061)
WESSEX MOTORS, Bridge St., Andover. (C1006)
PART of the Henly Organization.
1954 (Dec.) Series II Oxford, finished in blue, one owner, speedo 8,000.—Tel. Mr. Harrett at Andover 2526.
WESSEX MOTORS, Bridge St., Andover. (C4067)
ENGINES RECONDITIONED, Ltd., offer:—
1953 Morris Oxford, £575—355, Pinner Rd., Harrow, Middx. Tel. Harrow 5566. (C2070)
AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—
1953 Morris Oxford, first-class condition; £595.
MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines).
1951 Morris Oxford, black, leather, immaculate condition; £475.
MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common S.W.18. Battersea 5573 and 7879. (C3005)
A&S Limousine, 1948 14hp Oxford Taxis, leather, newly tyre, £275 to £325.
ALPE & SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2256. (C1006)
MORRIS Oxford traveller's car, 1954 model, green, low mileage, appearance as new; offers.—Fad, 19796, 19576.
MORRIS Oxford saloon (Nov., 1954), black, under 10,000 miles; £675.—Stratstone, 40, Berkeley St., W.1. (C4022)
1949 Morris Oxford saloon, black/beige, good tyres, loose covers; £395.—Dorking Motor Co., Ltd., Dorking 2256. (C1068/1)
1952 Morris Oxford saloon, black/red, good tyres, ex. cond.; £495.—Dorking Motor Co., Ltd., Dorking 2256. (C1068)
1955 Morris Oxford saloon, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 5721. (C3006/1)
1955 Morris Oxford Traveller works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 5721. (C3006)
1952 Morris Oxford saloon, black/red leather, low mileage, an extremely attractive and well-maintained car, taxed; £520. Below.
1954 Morris Oxford saloon, black, low mileage, one most fastidious owner; this car is in virtually new condition throughout and must be seen, taxed; £655.—Coles Garages, Ltd., 42, Worpole Rd., S.W.19. Wimbeldon 0195. (C1054)
1953 Morris Oxford saloon, one owner, heater, superb condition, guaranteed; £595.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. (C4053/1)
1954 Morris Oxford traveller's de luxe, one owner, 12,000 miles, Clarendon grey, mechanically and in appearance like new, taxed year; £675.—Tel. Chessham 234. (C229)
1953 Morris Oxford de luxe saloon, supplied and serviced by us for fastidious owner; £595.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex, Mid. 6109. (C4045)
545pns.—Morris Oxford 1955 model saloon, leather, heater, one owner, small mileage, exceptional terms, exchanges, list; open 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Morris Oxford Cars Wanted

ALMOST new Oxford require immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)
GARDNER & Co. (HENDON), will buy your Morris Oxford.—Sunny Hill 3559 and 0030. (W2074)
ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead Tube, N.W.3. Ham. 6041. (W4018/R)

MORRIS SIX

1950 Morris Six saloon, heater, new engine; £595.—A. Owen (Hendon), Ltd. Tel. Col. 3185.
JACK ROSE, Ltd., offer: 1954 Morris Six saloon, grey with red leather, almost unmarked inside and out; £595.—Stafford Rd., Wallington, Surrey. Wall. 5677. (C306)
1950 Morris Six saloon, black, brown leather, one owner, very clean; £595.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.13. Vandyke 1166. (C4034)
MORRIS Miscellaneous Cars Wanted
MARSTON Motor Co. for your Morris, Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (C0096/R)

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Morris Spares and Service

MORRIS, the official stockists, for spares, service and repairs.
TEL. Lancaster Engineering Co., Ltd., 59-63, Eden St., Kingston-on-Thames. Kingston 3514-6. (C017/R)
KINGSTON - ON - THAMES—Morris agents and specialists for sales and service.
G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. (S4053)
MORRIS genuine spares and specialist service in the West End.
S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. (S542/R)
FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0981). (S542/R)
BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service.—209, Balham High Rd., S.W.17. (S521)
R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality, exchange engine units; spares and accessories.—Wel. 1101. (S365/R)

NASH

1953 Nash Statesman Ambassador, r.h.d., radio, heater, overdrive, Farina body, really outstanding motor car.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/2676. (C4016/1)
Nash (November 1954), Farina type body, RHD 4-door saloon, overdrive, radio and heater, whitewall tyres and extras. Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. (C4028/1)
OLDSMOBILE
BROOKLANDS OF BOND STREET have for delivery:—
1955 Oldsmobile Super 88 4-door sedan, power steering.
CONFIDENTIAL terms; cars purchased for cash.
103 New Bond St., London, W.1. Mayfair 8351. (C1029)
SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars". (C4015)
NEW Oldsmobile Rocket 88, new type body, hydraulic drive, radio, electrically operated windows.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. (C4028)
Oldsmobile Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. (W4015/R)

OLDSMOBILE

1953 Nash Statesman Ambassador, r.h.d., radio, heater, overdrive, Farina body, really outstanding motor car.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/2676. (C4016/1)
Nash (November 1954), Farina type body, RHD 4-door saloon, overdrive, radio and heater, whitewall tyres and extras. Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. (C4028/1)
OLDSMOBILE
BROOKLANDS OF BOND STREET have for delivery:—
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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RAILTON

A-ONE MOTORS (LONDON), Ltd.—All Straight-8 models; also spares and reconditioned engines.—Tate Gallery 0192 and Vandye 5181. (C0353/R)

1936 Railton drop head coupe, engine recently overhauled, in exceptional condition for year. £255.—Jacquier, Ltd., 225-7, Hammer Smith Rd., W.6. Riverside 6677-8. (C2043)

RAILTON Coghlan 4-door sports sal. 1935 model, much above average, both bodily and mechanically and well shod, black coachwork, blue leather interior, all of good appearance. £245.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Glia. 6974. (C0410)

GOOD Railton required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. ACOR 4656. (C0421/R)

AUTOSALES (LONDON), Ltd. offer:—

1954 Renault 750cc saloon, one owner, small mileage, many extras; £495.—59-65, Belair Rd., N.W.6. Mal. 5555/2155. (E917)

1955 Renault 750 saloon, grey, numerous extras; £560. (C0407)

A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. (E267)

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Emsbridge 1873. Established 1909. Offer:—

1955 750 Petit sports saloon; £575, taxed. (C0407)

1952 750 saloon de luxe, green; £425, taxed. (C0407)

1955 Renault 750 saloon, one private owner, 3,000 miles, taxed year, new condition; £580; H.P. —11, Perrywood, Prestwich, Manchester. Prestwich 2057. (C0382)

1954 Renault 750cc, fawn, 12,000 miles, new condition, one owner, serviced by makers; 3 months' written guarantee; owner buying larger car. £490.—Box 5709. (E926)

1954 Renault 750cc 4-door saloon, one owner, low mileage, guaranteed; £495; exchanges, terms.—Palmer, 3, Russell Gardens News, Kensington, W.14. Park 9704 and 5968. (C0304)

Renault Cars Wanted

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Emsbridge 1873, purchase all models. (W4070/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Renault Spares and Service

CLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. (C0911/R)

RILEY

J. JAMES, Ltd. offer:—

1953 (July) 2½-litre Riley, black with red leather; £625. (C0365)

J. JAMES, Ltd., 55-56, Pall Mall, S.W.1. Trafalgar 7311. (E936)

BOON & PORTER, Ltd.

1951 2½-litre saloon, black, red leather upholstery, one owner, well maintained, 19,000 miles, excellent; £695. (E935)

CASTELNAU, S.W.13 (Hammer Smith Bridge), Riv. 4444. (C0122)

RUSSELL MOTORS offer:—

1954 1½-litre Riley, one owner, 11,000 miles only, grey, excellent; £695. (C0360)

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, R. Sloane St., S.W.1. Sloane 9288. (C0360)

B. J. HUNTER, Ltd. offer:—

1949 Riley 2½-litre saloon, fast and attractive car; £495. (C0340)

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C0340)

CHIPSTEAD MOTORS, Ltd. offer:—

1950 Riley 2½ saloon, dual green, extras, speedo reading 31,000; £545. (C0104)

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London. S.W.3. Faxman 0052-7253-7154. (C0104)

GORDON & GLYNN (The Riley Centre).

£365—5hp Imp, probably the best in the country. (C0365)

£275—1937 Kestrel Sprite saloon, excellent history. (C0365)

£255—1½-litre 1937 Kestrel Sprite saloon, a good sound specimen. (C0365)

£210—2-litre 1936 Kestrel 6-light saloon, very good all round. (C0365)

GORDON & GLYNN, 79, Cadogan Lane, Sloane St., S.W.1 (2 mins. Sloane Sq. Tube). Tel. Sloane 5236. (C0365)

GORDON CARS (LONDON), Ltd. offer:—

1952 Riley 1½-litre 4-door saloon, black, one owner; £795.—375, Euston Rd., N.W.1. Rus. 6611. (C0323)

1954 Riley 1½-litre 4-door saloon, immaculate.—Below. (C0323)

1952 Riley 2½-litre saloon, 22,000 miles, heater, loose covers, Michelin S.D.S. tyres, very nice condition throughout; £760.—Below. (C0323)

1953 Riley 1½-litre 18,000 miles only, one owner, immaculate. (C0323)

A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. (E266)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1954 Riley Pathfinder, radio and heater, all extras, low mileage; £1,125; 1955 Riley 9 Monaco saloon, £125.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C0415)

4900 miles only.—1955 model 1½-litre Riley saloon, fitted radio, covers; £50 under list. (C0415)

1954 Riley Pathfinder, grey/grey, 9,000 miles, one owner, immaculate; £1,125. (C0415)

RIPCO, Ltd., (Rivers purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. (C0302)

RILEY

1951 (Nov.) Riley 2½-litre saloon, black/brown, radio, new engine and gear box; £645. (C00-1)

DONHAM & HAINES, 46, Castle St., Luton 0100-1. (C1076)

1954 Riley Pathfinder, grey/red leather, heater; £1,165.—Odeon Motors, Ltd., Bar. 1144. (C0308)

BEARTS of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. (C0079/R)

1947 (late) Riley 2½, black, ex. cond., engine now being reconditioned; any trial; £475.—Wingslow 191 (evenings). (E937)

1954 (Oct.) Riley 1½ saloon, green/green, taxed year, 13,000 miles; £395.—The Barnstable Motor Co., Tel. 2264. (E913)

1951 Riley 2½-litre saloon (October), black, beige interior, 25,000 one careful owner, as new, available 24 Aug.—Box 5708. (E926)

1954 (Jan.) Riley 1½-litre saloon, black and cream, with maroon leather, twin carburetors, etc. one owner, as new; £350.—Below. (C0306)

1953 Riley 1½-litre saloon, grey, red leather, Rimbellishers, etc. one owner; £775.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 3581. (E947)

1955 Riley Pathfinder, works mileage, Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Belgrave 3721. (C0306)

CLARKE & SIMPSON, Ltd., Riley sales and service, offer one of the largest selections of guaranteed used Riley cars in the country. (C0306)

1953 (July) 2½-litre saloon, black, beige leather, one owner, many extras; £855. (C0306)

1953 (May) 2½-litre saloon, maroon, red leather, 25,000 miles, one owner; £875. (C0306)

1952 (July) 1½-litre saloon, green, green leather, 25,000 miles, one owner; £875. (C0306)

1951 (February) 2½-litre saloon, black, brown leather, 44,000, heater, excellent condition; £675. (C0306)

1949 (May) 1½-litre saloon, black, green leather, full service history; £545. (C0306)

49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. (C1048)

1955 (July) Pathfinder, works mileage, black, red leather.—Holland Park Automobiles, 142, Holland Park Ave., W.11. Park 2626. (C0305)

1951 Riley 2½-litre saloon, heater, other extras, bargain, £580.—Hastmire 505. (E941)

1952 Riley 2½-litre saloon, one owner, black, heater, 30,000; £725.—Cavendish Motors, Ltd., Holwell St., Chesterfield. Tel. 2468/2621. (E922)

1948 Riley 2½-litre sports saloon, cream, immaculate; £485 or £162 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hamstead 6490. (C1024)

1947 Riley 1½-litre, far above average; £460.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2512. (C0419)

J. H. BARTLETT—Riley 1951 2½-litre saloon, one owner, recorded mileage 30,000, radio, new tyres, open to any trial; £395.—27, Penbridge Villas, W.11. Bay 0583. (C1013)

1948 1½-litre, decaled, new valve springs, brakes relined, excellent condition; £455.—Week-days after 6.15 p.m. Week-end any time Clerkenwell 3144. (E947)

1952 (June) Riley 2½-litre saloon, black with red leather, one owner, guaranteed mileage 15,000, an exceptional car throughout, quality tested; £860.—Skurys's, Ltd., Swindon, Tel. 2266. (E945)

1950 series Riley 2½-litre; £785; offered at special price on behalf of owner shortly going overseas.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. (E934)

1950 Riley 1½-litre saloon, exceptionally well maintained, black, maroon leather; £575.—Jacquier, Ltd., 225-7, Hammer Smith Rd., W.6. Riverside 6677-8. (C0243)

1954 Riley Pathfinder, grey, red leather interior, built-in radio and heater, one owner, very low mileage, as new; £1,175.—Hillwood Motors, Mill Hill (London) 4232. (E912)

1952 Riley 2½-litre saloon, black, green upholstery, 28,000 miles, excellent condition; £745.—Brent Grove Garage, Hendon Way, London, N.W.4. Spe. 1196. (C1099)

1955 Riley Pathfinder saloon, 6,000 miles; £1,275.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. (C1027)

1938 Riley Kestrel 2½, original owner, under 50,000 miles, 4 new tyres, engine overhauled, battery suspect, taxed; heaters over £200.—Flat No. 1, Midhurst, Burridge Rd., Chelston, Torquay. (E919)

1952 Riley 1½ saloon, finished black, red interior, in very beautiful condition throughout; £739, terms, exchange, push-button radio, etc.; 55-57, Stockwell Rd., Brixton 6555 and 2026. (C0307)

1951 Riley 2½ saloon, radio, heater, very good mechanical condition; a great bargain at £585; written guarantee; terms, exchanges; trade enquiries welcomed. (C0307)

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-5-4 anytime. (C0405)

An enlarged Riley sales and service depot at the leading Riley distributors for the great north and used cars on show; demonstrations by appointment. Tel. or write Coventry Motor Mart, Ltd., Coventry 2146-7. (C0446/R)

1952 Riley 1½-litre saloon, one owner, fitted with Whitehall tyres; an exceptionally nice car throughout; £695.—Norman Autos, 344-354, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. (C0309)

1947 1½-litre Riley saloon, in really perfect condition throughout; £465; may be viewed by any genuine enquirer living London area; terms, exchanges.—Berent Davies Motors, Sussex. Tel. Hove Down 270. (E917)

1953 Riley 2½ saloon, finished in satin bronze with red leather upholstery; extras include sunshade, heater, push-button radio, etc.; 55 miles and open to any examination; £875; exchanges.—Welwyn Service Depot, Ltd., Hatfield 2178. (E937)

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

B. J. HUNTER, Ltd.

FOR your immediate purchase of your Riley. (C0308)

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)

AMOST new Riley required immediately.—54, A. Stratham Hill, S.W.2. Tulse Hill 3676. (W2014)

PRIVATE use, 1945-1954, 1½-litre Riley saloon.—Berry, Manor House, Kirtlington, Oxon. (E929)

C.N.K. MOTORS are enthusiastic buyers of clean Rileys.—353, Finchley Rd., N.W.3. Hamstead car.—Full particulars to Box 5674. (W1068)

£465—1947 Riley 1½-litre saloon, black, with red leather upholstery, taxed, in excellent condition throughout. (E926)

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

WANTED, about 1949 Riley 1½, good condition, reasonable price.—Write Flat 12, Quinton Parade, Chesham, Bucks. (E945)

URGENTLY required, 1947-55 Riley 1½, and 2½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (E941)

CLARKE & SIMPSON, Ltd., wish to purchase 1955 Riley Pathfinder and 1954-5 1½-litre saloons. (C0306)

XXX—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Sloane 4727. (W2040)

WANTED, nearly new Riley 1½, 2½-litre, distance no object.—Green & Zonis, 248-252, Deansgate, Manchester, 3. Tel. 3325-6. (W2040)

CAN anyone offer a genuine low-mileage, one owner 1952 (pre R.M.F.) 2½ with a guaranteed history; private buyer (Lancs) will pay good price for the right car.—Full particulars to Box 5674. (E947)

1949 2½-litre Riley roadster, grey, beige upholstery, radio and other extras, superb condition throughout; £550.—B. & M. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. (C1030)

Riley Spares and Service—165-171, Stansted Rd., Forest Hill S.E.23. Forest Hill 2244-5. (E948/R)

ARCO ENGINEERING, Ltd.—Preslector gear boxes, exchanges and repairs.—169, Fulham Rd., W.3. Kensington 7301 and 7321. (W2040)

EFFICIENT repairs! Immediate attention, gears, gear boxes (incl. overdrive); seat covers, £3/10; tread discount; cars bought, sold.—T. & F., 10, Winchester Mews, N.W.5. Fri. 2647. (E948/R)

All Riley sales, spares and service facilities are available; new and used models in stock; Rileys wanted in part exchange.—Tel. the Coventry Motor Mart, Ltd., at Coventry 2146-7. (E948/R)

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. (E948/R)

Riley distributors for 35 years.—Comprehensive list of spares, quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa, Tel. 67. (E948/R)

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OLDING & Co. (MOTORS), Ltd., official Rolls-Royce and Bentley retailers, offer from their selection of used Rolls-Royce cars:—

SILVER WRAITH 1953 5.0 Freestons & Webb touring limousine, two shades of green/green hide, one owner, 17,900 miles. (E948/R)

SILVER WRAITH 1953 H. J. Mulliner touring limousine, dark green/grey hide, one owner, 11,000 miles. (E948/R)

SILVER WRAITH 1951 H. J. Mulliner touring limousine, blue/grey leather; £4,250. (E948/R)

SILVER WRAITH 1948 James Young 4-door saloon, mid-blue/blue hide, one owner; £2,850. (E948/R)

25/30—1939 Barker 4-door saloon, black and green/green leather; £250. (E948/R)

25/30—1936 Vincent fixed head four-seater coupe, blue/grey hide; £250. (E948/R)

20/25—1936 Hooper sports saloon with division, black; £550. (E948/R)

AUDLEY House, North Audley St., W.1. Mayfair 5342. (C0308)

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THE Northern Bentley and Rolls-Royce specialists, always have a good selection of used Bentley and Rolls-Royce cars in stock. (E948/R)

WRITE, call or telephone.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines); also at (E948/R)

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CAR MART, Ltd.

1950 Rolls-Royce Silver Wraith Park Ward 4-light saloon, sliding head, dual grey with blue upholstery; £2,850. (E948/R)

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. (C1039)

MANN EBERTON & Co., Ltd.

1955 Rolls-Royce Silver Wraith James Young gear, 900 miles; blue and silver grey, with automatic. (E948/R)

1955 Rolls-Royce Silver Dawn, grey, automatic gear, 5,000 miles. (E948/R)

MANN EBERTON & Co., Ltd.

14 Berkeley St., W.1. Hyde Park 2073. (C2008)

1934 Rolls-Royce, privately owned, grey and black saloon; 400mgs.—Terminus 0955, evns. Osted 659. (E947)

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EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers in the world; please write for stock list.
JACK BARCLAY, Ltd., Berkeley Sq., May, 7444 (open until 7 p.m.)
H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1955 Silver Dawn saloon with coachwork by James Young, finished in two-tone grey with green hide upholstery and fitted with automatic gear box.

1955 Silver Dawn saloon, finished in a very attractive colour scheme of silver and maroon with grey hide upholstery, fitted with radio, heater and automatic gear box.

1954 Silver Wraith touring limousine by James Young, finished in black with red leather and cloth upholstery, fitted with automatic gear box, electric division, curved windscreen and cocktail cabinet, condition as new.

WE are interested in the purchase of Rolls-Royce cars and we invite communications from owners who have such vehicles for disposal.
H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. (C5052)

P.B. Ltd., offer:—

1937 25/30 Rolls-Royce saloon, with division, by James Young, radio, heater, in first-class condition throughout.

1934 H. J. Mulliner saloon with division and ride control.

1933 20/25 two coupled owner-driver saloon, by Barker, two shades of grey, grey leather, recent overhaul.

1930 20/25 owner-driver saloon by H. J. Mulliner, painted grey and black, upholstered in green leather, chassis and bodywork in excellent condition.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7, Tel. Ken. 9477/7478. (C5053)

RUSSELL MOTORS offer:—

1937 25/30 Rolls-Royce Sedan coupe by Gurney Nutting, recent makers' overhaul, an exceptional car.

1934 (Nov.) 20/25 Hooper sports saloon with riding control, excellent mechanically. £325.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, St. Simeon St., S.W.1. St. Simeon 5288. (C3060)

JACQUIER, Ltd., offer:—

1937 P.I.I. Park Ward sedan, radio, heater, cocktail cabinet, numerous other extras, exceptional condition. £255.

1937 25/30 Gurney Nutting semi-racer-edge with drop division, excellent condition; £755.

1935 20/25 Hooper sports saloon, believed under 40,000 miles, genuine; £695.

1933 20/25 Continental saloon with division, attractive; £425.

1933 20/25 Thrupp & Maberly owner-driver saloon, with radio; £505.

1932 P.I.I. sedan, excellent condition; £275.

1932 20/25 Hooper sports saloon; £365.

1929 PI limousine, face-forward, leather throughout; £175.—Jacquier, Ltd., 225-7, Hammer-smith Rd., W.1. Haversham 6677-9. (C5043)

ETCALPE & MUNDY, Ltd.

ROLLS-ROYCE 1933-4 Phantom II Owen sedan, coupe, in faultless condition throughout; £695.

ETCALPE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.1. St. Simeon 5471. (C3064)

CHIPSTEAD MOTORS, Ltd., offer:—

STREAMLINED van, would easily convert to caravan, 25hp, beautiful condition, tyres unmarked, discs, bumpers, etc.; £375.

COUPE Hooper 2-seater drop head 25hp, 1930, exceptional condition.

H. J. MULLINER 1935 25hp converted sedan, 4-door saloon, ride control, heater, bumpers, etc., genuine bargain; £495.

CHIPSTEAD MOTORS Ltd. 197, Fulham Rd., Kensington, London, S.W.3. Plaxman 0052-7253-7154. (C1046)

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1937 delivery Rolls-Royce Phantom III sports saloon with disappearing division by Barker, black with beige leather upholstery; £985.

1934 delivery Rolls-Royce Phantom II Continental chassis with drop head four-door sedan by Gurney Nutting, black with brown leather upholstery; £695.

I. Roberts Mews, Lowndes Place, Belgrave Sq., London, S.W.1. St. Simeon 5466. (C1056)

SWANMORE GARAGE, Ltd., Rolls-Royce specialists.

£2175—Rolls-Royce Silver Wraith owner-driver saloon by Park Ward (no division), just overhauled, one owner, silver coachwork, positively wonderful condition.

£875—Rolls-Royce 20/25 owner-driver by Free-winner Monte Carlo, £950 overhaul (1,300 miles), very pretty semi-racer edge saloon, in wonderful condition.

£585—Rolls-Royce Phantom II 4-door saloon by Pignatelli, owned by foreign royalty, exceptionally modern sports saloon, in positively magnificent condition.

£395—Rolls-Royce 20/25 1938 replica, very attractive car, indeed.

WRITTEN guarantees.

SWANMORE GARAGE, Ltd., 1176, Christchurch Rd., Bournemouth, E., Bournemouth (Tel. Southbourne 43344). (C4024)

VINTAGE AUTOS. See our advertisement on page 39. (C4078)

HEARSES, Hearses, Hearses. We build new bodies on any chassis, brochure available.

ALPE & SAUNDERS (COACHBUILDERS), LTD. Station Approach, New Gardens, Richmond 1161.

ROLLS-ROYCE

MASCOT MOTORS, Ltd., the firm with service after sales, offer the following:—

1937 25/30hp Barker sports saloon; £875.

1936 (late) 30hp Thrupp & Maberly sports saloon, faultless condition; £875.

1934 (late) 20/25hp Hooper sports saloon with ride control; £575.

1932 20/25hp Park Ward saloon with division; £375.

1931 20/25hp Hooper sports saloon; £275.

1930 20/25hp 6-light saloon; £225.

AND many others undergoing renovations.

FOREIGN buyers—repurchase arrangements guaranteed.

237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. (C3007)

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

ROLLS-ROYCE drop head with 1938 body, 20/25 model; £375—£555, High Rd., Wembley, Tel. Wembley 4422. (C4015)

1933 25hp Rolls-Royce limousines, choice of 2, from £395.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2225. (C3022)

£135—20hp 2-door, owner-driver saloon, with coat by Rippon, 1934; 3 months' guarantee; £45 deposit.—R. J. Searle, Ltd., Molesey 2142/3. (C4069)

1934 Rolls-Royce 25.9 sports saloon by Mulliners, nice condition; £475; terms, part exchange.—Wilsons, 34, Acre Lane, Brixton 4011. (C4065/1)

1934 Park Ward saloon, major overhaul 1952, beautifully conditioned, small Rolls; £450.—Winchester 4794 or Box 5741. (C426)

1937 Rolls-Royce 30 Barker saloon; £685.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3088)

ROLLS-ROYCE 20hp Mulliner owner-driver saloon, engine overhauled by Rolls; price £200.—Apply Sellar, Yew Tree Farm, Much Hadham, Herts 108. (C4013)

A&S Guaranteed Limousines, 1937 30hp Wind-over owner-driver limousine, 25hp, 25hp, 25hp, side seats, speedometer approximately 71,000 miles. £750.

LIMOUSINE, 1934 25hp Mulliner 7-passenger, wide face forward seats, well maintained. £555.

LIMOUSINE, 1935 Series Park Ward, division and side seats, leather throughout. £350.

ALPE & SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. (C1006)

EDWARDS & CO. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-5), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. (C435)

LIMOUSINE 25hp 1934, extra roomy, Hooper, 3-abreast occasional, excellent mechanically, immaculate; £545.—Victoria Garage, Edgware Rd., Cricklewood, Gladstone 3029. (C1103/1)

KENNETH HORNE'S famous grey and black 1939 Rolls Wraith for sale, completely rebuilt by Rolls-Mulliner 4-door sports saloon with partition.—Offers to 9, Kingsway, W.C.2. Cov. 1461. (C256)

1949 Rolls-Royce Silver Wraith, 16,000 miles only, owner-driver limousine by Park Ward; £2,750.—Clayton's Cars (London) Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1050)

1934 Rolls-Royce 25.9 4-passenger Park Ward saloon, straight back, chauffeur maintained, immaculate; £425; terms, part exchange.—Wilsons, 34, Acre Lane, Brixton 4011. (C4085)

1937 30hp limousine, swept back, only £595; 1932 lovely roomy 20/25 limousine; £325.—Claude Burgess & Co. St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7644. (C566)

LIMOUSINE 25hp 1936 Hooper, 3-abreast occasional, L. mileage 17,600, private owner deceased, unused since 1939, marvelous condition; £370.—Appons, 85, Woodbury, Sheen Common Drive, Richmond. (C1105)

£295—Rolls-Royce 20-25 G.H.W. series Park Ward saloon with winding division, December 1932, full rolls history; £245; terms, part exchange to S. P. 353, Finchley Rd., N.W.3. Hampstead 5712. (C1055)

1937 25/30 Rolls-Royce Park Ward limousine, F/F road, sliding roof to rear, 73,000 miles, two private owners, history available; £975.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgrave 3721. (C1006)

CASS'S MOTOR MART—1935 Rolls-Royce 20/25 limousine, black, superb condition, continually maintained by makers, Rolls-Royce chauffeur since new, one private owner.—5, Warren St., W.1. Eus. 4110. (C1040)

ROLLS-ROYCE P.H. II short chassis Continental 1934 R.Y. series Thrupp & Maberly sports saloon, perfect in every detail; £675. Would exchange Mark VII, cash adjustment.—Spinney End, Worsley, Lancashire. (C926)

1949 Rolls-Royce Silver Wraith Hooper touring limousine, black with brown leather, mileage 47,000, electric division, rear blind.—Enquiries to S. P. Broughton & Co. Ltd., Grove Garage, High St., Cheltenham. (C992)

1937 Rolls-Royce Phantom III with 1947 Free-wheeling steering, 25hp, 25hp, 25hp, 25hp, with electric division, most attractive lines, looks 1954, winner Monte Carlo Concours d'Elegance (London);—Box 562. (C259)

1935 (March) Rolls-Royce 20/25 Park Ward 6-light saloon, dark blue/brown hide, mechanically 100%, all new-tyre new tyres, swept tail, whole car unblemished, made and used, taxed, rest, a most excellent example of these fine cars; £625.

ALWOOD GARAGE Alwood Rd., Maidenhead, Tel. Littlewick Green 3076, evenings and week-ends Littlewick Green 3076. (C117)

1950 Rolls-Royce Silver Wraith saloon by Wind-over, 2-tone grey, cost £7,400, full history, 30,000 miles, immaculate condition; £3,250.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. (C3057)

1935 Rolls-Royce 20/25, Park Ward, owner-driver, leather upholstery, fitted division, leather up-lead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (C3011)

ROLLS-ROYCE

1928 20hp Rolls-Royce Landauette 6-seater, disc, below 45,000; genuine bargain; accept £200.—Ruffin, 11, Queens Gate Place, Kensington, S.W.7. W. 0610. (C500)

WALTER SCOTT, Ltd., offer September, 1937, Rolls-Royce 30hp Hooper 7-passenger landauette, face-forward, dark blue and black, 47,000 miles only, exceptional condition; £750.—39, College Cres., Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. (C4006)

ROLLS-ROYCE Phantom II sports saloon, by Hooper, black and cream, this car has covered a total mileage of 29,000 only since new, having spent its greater part of its life in store and is faultless in every respect.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

1936 Rolls-Royce 20/25 Gurney Nutting sports saloon, with commodious rear boot, quite exceptional car, finished black with blue leather, sliding roof, discs, bumpers, fog lamp, twin horns, exceptional attractive body lines. Rolls-Royce service history available; £795; terms, exchange.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. (C2145)

£666!!!—The prettiest and most beautiful Rolls-Royce 25 G.L.B. sports saloon we have ever had; bodywork by Gurney Nutting, a special job! It's marvellous, and outstanding. Only the owner in registration book back to 1935 and we can undoubtedly say this is the finest example and the most outstanding looking 25 Rolls we have ever had; photograph sent with confidence. If you want a beautiful little Rolls this is it!

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OLDING & Co. (Motors), Ltd., official retailers, purchase good used Rolls-Royce cars—Audley House, North Audley St., W.1. Mayfair 5242. (W5030)

WANTED, good Rolls 25/30 or Wraith owner-driver. Box 5620. (C1915)

A&S Limousines required urgently, highest prices for genuine cars.

ALPE & SAUNDERS LTD. Providence Court, North Audley Street, London, Mayfair 2941. (W1006)

GOOD Rolls-Royce required.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2009)

LIMOUSINE, 20-30hp, must be in excellent condition, 1936-38.—Olynn, 134a, Grange Rd., Ramsgate, Kent. (B572)

CASH buyers of Rolls-Royce cars.—Swanmore Garage, Ltd., 1176, Christchurch Rd., Boscobel E. (Tel. Southbourne 43344). (C4024)

XXX Excellent cash prices for good Rolls-Royce cars.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WE are open to purchase any type pre-war Rolls-Royce car, complete or otherwise.—Compton, 88, Westow St., Crystal Palace, S.E.19. Livingstone 3362. (0345/R)

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2. (W3007)

THE SOUTHERN MOTOR CO. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. (0350/R)

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A SERVICE unequalled.

OFFICIAL repairs Rolls-Royce cars.

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SPARES all models.—Tel. Plaxman 2223 (5 lines).

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SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Lunningham 5326-7-8. (0614/R)

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 88, Westow St., Crystal Palace, S.E.19. Liv. 3362. (0064/R)

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£475!!!—Undoubtedly the finest Rover 10 we have seen recently purchased. If you drive this car you will find it so light, quiet and beautiful to handle you could imagine it's only ten 10,000 miles; the leather interior is unmarked, bodywork original and beautiful, a one in 100,000 motor car.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed; exchanges, hire purchase, £21-42, High Rd., Finchley (East Finchley Underground), Finchley 6222-3-4. (C2053)

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ROVER 10

1946 (October) Rover 10 de luxe saloon, guaranteed; £425; exchanges, terms. Palmers, 3 Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. Rover 10 saloon, black, brown leather upholstery, heater, sun roof, first-class condition throughout; £435—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C3074]

ROVER 12

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1936 Rover 12, completely overhauled; £175—355, High Rd., Wembley, Middx. Tel. Wembley 4422.
1947 Rover 12 saloon, faultless; £465—Beardmore, 6, Queensway, W.2. Bayswater 0136. [C1015]

1937 Rover 12hp saloon, black/brown; £195—Dorking Motor Co., Ltd., Dorking 2256. [C1089]

1948 Rover 12 sportsman's saloon, rebored; £445—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3068]

1939 Rover 12 6-light de luxe saloon, excellent runner, needs repast; £195 or £25 down—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1947 Rover 12 tourer, grey with maroon interior, taxed till end of year, excellent condition throughout; £440—Weybridge Automobiles, Ltd., Queens Rd., Weybridge 255. [C3066]

1948 Rover 12, in fine order, fully disassembled, hood, beige, maroon leather, a scarce model; £495; written guarantee; terms, exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4 anytime. [C4065]

ROVER 14

1947 Rover 14 sports saloon, choice of three black with brown leather interior from £375; Peniston, Manchester, 6, Pen. 3457. [C3000]

1946 Rover 14, just recellulosed; bargain! A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal 4723. [C1011]

1946 Rover 14 saloon, blue/blue leather immaculate, guaranteed; £425—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C4053]

1947 Rover 14, taxed to end of year, H.M.V. radio, heater, foglamp, screenwashers, loose covers; £425—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Frenstante 3333. [C1083]

ROVER 16

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1938 Rover 16, fitted radio; £225—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

!!! £435; superb specimen, finished light green, radio, heater, photographs, 1947-8—Value Cars, East Sheen, Prospect 7520. [C3536]

1947 Rover 16hp saloon, blue/blue, 2 spotlights, heater, engine and transmission recently overhauled, excellent condition throughout; £445—Dorking Motor Co., Ltd., Dorking 2256. [C1088]

ROVER 20

GUY SALMON AUTOMOBILES offer:—
1938 Rover 20 saloon, knock-on wire wheels, very good running order, to clear (or near offer) £175—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

ROVER (60, 75 and 90)

RAYMOND WAY.
RAYMOND WAY OF KILBURN.
RAYMOND WAY, the hire purchase specialists.

1948 Rover 75 saloon, finished silver grey, red leather upholstery, chromium fittings and coachwork in first-class condition; £589s.
HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor or car; always 200 cars in stock; £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. A Middle Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

COX'S for Rovers.
1954 model Rover 75, black with green leather, typical Rover condition, one owner; £1,095.
1948/9 Rover P.3 75, sports saloon, green with green leather; radio and heater; £595.

COX'S MOTORS (LEICESTER), Ltd., 11/15, Conduit St., Leicester, Tel. 6319. [C1059]

JACK SMITH offer:—
2,800 miles 1955 Rover 90, black/red, as new; £1,175.

1954 Rover 90, duo grey, 13,000 miles, immaculate; £1,175—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082]

JACK SMITH offer:—
1954 Rover 90, duo grey, 13,000 miles, immaculate; £1,175—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082]

TOM GARNER, Ltd., offer:—
1950 Rover 75 saloon, blue; £645.

1955 Rover 60 saloon, black, 8,000 miles only; £1,195.
1949 Rover 75 P.H.I. sports saloon, black, 21,000 miles; £595.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

H. BEART & Co., Ltd., offer:—
1948 Rover 75 saloon, fitted radio; £525—102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. [C1018]

1948 Rover 60 saloon, unquestionable condition; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. [C1010]

ROVER (60, 75 and 90)

WARWICK WRIGHT, Ltd., offer:—
1954 (series) Rover 90 saloon, green with green upholstery, fitted heater, 12,000 miles; £1,275.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045/1]

WARWICK WRIGHT, Ltd., offer:—
1955 series Rover 60 saloon, grey with grey upholstery, fitted heater, 5,000 miles; £1,175.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

AUTOGALES (LONDON), Ltd., offer:—
1948 Rover 75 de luxe saloon, fitted radio and heater, in exceptional condition throughout; £585—59-65, Belaise Rd., N.W.6. Mal 5555/2155. [C619]

DUNHAM & HAINES OF LUTON offer:—
1951 Rover 75 saloon, blue/blue, radio, supplied and serviced by Dunham & Haines. [C1079]

1948 Rover 75 sports saloon, maroon/maroon, radio; £595.

W. H. have a large selection of used Rover 60, 75 and 90 saloons available.
TELEPHONE LUTON 2100-1 for further information.

DUNHAM & HAINES, 46, Castle St., Luton, Beds. [C1079]

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1954 Rover 60 saloon, black and red, 8,000 miles only; £1,050.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 6297. [C1087]

1953 Rover 75 saloon, green with green interior, radio, various extras; £895.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774, and Bottomgate, Blackburn 5084. [C3032]

HENLYS offer with 4 months' guarantee and 7 days' trial.
1954 Rover 75 saloon, heater, demister, completely unmarked, black with red interior and loose covers; £1,125—Henlys 6081, North Chiswick Rd., N.W.11. [C930]

1953 Rover 75, radio, heater; £925—A. Owen (Hendon), Ltd., Tel. Col. 3185. [C952]

1955 Rover 90, low mileage—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]

1953 Rover 75 saloon, black, fawn interior, excellent condition; £895—Robbins, East Putney, Tel. 7881. [C3010/1]

1952 Rover 75 saloon, black/brown, excellent condition, tyres 100%, licensed Dec.; £895—Dorking Motor Co., Ltd., Dorking 2256. [C1088]

1955 (April) Rover 75, green, 2,000 miles, as new; £1,295—West, 15, The Broadway, Woking 4270. [C3010/1]

1948 (Oct.) Rover 75, in outstanding condition, taxed year, real bargain at £495—Tel. Chesham 224. [C926]

1954 Rover 90 saloon, 12,000, spare unused; £1,175—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C3030]

1954 Rover 90 saloon, black/red hide, radio, one owner, 22,000 miles; £1,150—Jack Olding & Co. (Motors), Ltd., May 5242. [C3050]

1954 Rover 90 saloon, 1950 75 saloon, exceptional offer, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. [C1010/1]

JACK ROSE, Ltd., offer 1949 Rover 75, maroon, clean open to any examination; £495—Stafford Rd., Wallington, Wal. 6677. [C3056]

1955 90 saloon ivory, red hide, H.M.V. radio, low mileage, almost indistinguishable from new; £1,280—Below. [C3056]

1954 90 saloon, 2-tone grey, red leather, high ratio axle, almost equal to new; £1,190—Robbins, East Putney, Tel. 7881. [C3010]

1948 Rover 75 sports saloon, maroon H.M.V. open top; £555—Par C. Williams, Ltd., 312, Earl's Court Rd., London, S.W.5. Tel. 6401. [C4056]

1953 Rover 75, black, one owner, radio, supplied and serviced by us, guaranteed; £495—Campbell & Synnott, Portvale 4456. [C1087]

1954 Rover 90, duo grey with red leather, 7,000 miles, condition equal to new; £1,245—Castle's, Church, Leicester 6251. [C924]

1955 (March) Rover 90, green, radio, tartan loose cover, taxed December, 7,000 miles, like new; £1,350—Miller, 10, Castle St., Cirencester, Tel. 479. [C9203]

1954 Rover 90 saloon, fitted sun roof, radio, etc.; £1,150—Green & Zomis, Ltd., 246-252, Deansgate, Manchester, 3, Tel. Deansgate 3264-5. [C2028]

1951 (July) Rover 75 black saloon, fitted radio, moderate mileage, in perfect order throughout; £735—Morley, 54, Streatham Hill, S.W.2. Tel. 4488. [C3016]

1954 Rover 75, central gear change, black, red leather, radio, heater, air conditioning, 20,000 miles, almost as new; £995—48, Forty Ave., Wembley, Arnold 4604. [C3017]

1954 Rover 90, 1954 (April) radio, £1,195, one owner, private sale, no dealers—H. V. Cochrane, Aveley Hill, Farnham, Surrey. Tel. evenings Farnham 6126, day time Mincing Lane 1244. [C945]

1954 Rover 90, grey, with red upholstery, radio, heater, 12,000 miles; £1,185—Castleton Motors, Ltd., Manchester Rd., Rochdale, Tel. Castleton/Rochdale 5721. [C9534]

ROSE & YOUNG, Ltd., offer 1954 Rover 75 saloon, immaculate, one-owner car, green; £1,050—65-69, Stenhouse Ave., Streatham Hill S.W.2 (1 min. Streatham Hill Station), Tulse Hill 6464. [C3057]

1953 Rover 75 saloon, black, red leather, small mileage, one owner, as new; £635—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011]

1954 Rover 60, like new car in very respect, heater, radio, colour 2-tone grey, genuine mileage 12,000, one owner, taxed year; price £995—Tel. Chesham 234. [C9297]

1951 Rover P.4 blue saloon, in exceptional condition, genuine mileage 24,000; £695 for quick sale—Clarke (Ironmonger), 81, High St., Watlington-Thames 561. [C9343]

1955 Rover 90 saloon, colour black with hide upholstery, delivery mileage only; list price; exchanges—Milton Motors, 258, Deansgate, Manchester, 3. Blackfriars 5824. [C9597]

ROVER (60, 75 and 90)

ROVER 1954 90, dual grey, 11,000 miles, one owner; £1,180; terms and exchanges—Hunt's (Birmingham), Ltd., 199, Hagley Rd., Birmingham, 18. Tel. Edgbaston 3221. [C9405]

1948 Rover 75 P.3 (May), black, brown, a real Rover specimen. Terms, exchanges, £560. Offered with written guarantee—H. F. Edwards, 28/34, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C3001]

JACK ROSE, Ltd., offer 1953 Rover 75 saloon in green, low mileage, exceptional condition, open to any examination; £965—Stafford Rd., Wallington, Surrey, Wall. 6677; also High St., Banstead, Burgh Heath 2376. [C3056/1]

1953 Rover 75 saloon, black, grey upholstery, 12,500 miles, one owner, carefully used and maintained, in excellent condition, taxed; open to A.A. inspection; £925—Rogers, Ladbroke 1212. Home, 9, A.33 vale 8010. [C3056/1]

1948 Rover 75 saloon, grey with blue hide upholstery, fitted heater, immaculate cellulose, excellent mechanical condition; £515—Garage Services Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019]

1953 Rover 75 saloon, duo green, green interior, H.M.V. radio, screenclean, radiator blind, foglights, twin carburettors, one careful owner; £950—Wheeler (Newbury), Ltd., Rover dealers, Newbury, Berks. Tel. 1020. [C938]

1953 "quality tested" Rover 75 saloon, black with red leather upholstery, fitted heater and radio, one owner, a perfect example of this luxury type motor car; £955—A. W. Watkin, Ltd., 116, Shortmead St., Biggleswade, Beds. [C9061]

1948 75, really beautiful performance, fitted radio and heater, one owner since new, comparative small mileage as car been stored; remarkable opportunity; £525/1—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal 4723. [C1011]

1955 Rover 75 saloon, grey with red leather interior, loose covers and rubber mats are fitted, also H.M.V. radio, heater, wing mirrors, Ace Himmellishers and spot lamp; the car has also been Under-sealed and the mileage is a nominal 5,000; cost with extras nearly £1,400; offered at £1,245—Godfrey Davis, Ltd., Neasden Lane, N.W.10. [C9077]

Rover (60, 75 and 90) Cars Wanted
NEW Rover 90 at list price—Tel. Gerrards Cross 2077. [C9342]

REQUIRED, good Rover 75—15, Delfcroft Way, Harpenden, Herts. Tel. Harpenden 118. [W2000]

WANTED, nearly new Rover, distance no object; details and price—Green & Zomis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3264-5. [W2023]

LAND-ROVER

A LAND-ROVER—Harvey Hudson, Ltd., the nationwide Land-Rover specialists, offer the following selection of late model Land-Rovers; 6 months' guarantee; hire purchase.

1954 Land-Rover station wagon, 4,000 miles, grey, one owner, as new; £785.

1954 Land-Rover, choice of 4 from £475.

1953 model Land-Rover, 23,000 miles; excellent condition; £595.

COUNTRY enquiries welcome; representatives for all districts—High Rd., South Woodford, London, E.18. W.4. 0056. [C2039]

E EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 6 months' specific guarantee—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-4. [C195/8]

1954 Land-Rover, 8,000 miles; £495.

W. J. BROWN, Ltd., 359, Finchley Rd., N.W.3. Hampstead 2284. [C1025]

1952 Land-Rover, first-class condition.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage, 186, Manchester 2268. [C2028]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—
1952 Land-Rover, complete with tilt and Perspex side screens, genuine 13,000 miles, taxed for pleasure use only, immaculate condition; £275—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford Rd., Enfield, Howard 163. [C4009]

1949 Land-Rover pick-up, moderate mileage, £225 anywhere, pull anything; £225.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 545. [C1094]

G & M ALPRED'S (1956), Ltd.—1951 and 1952 series Land-Rovers, far above average, from £285—6-7, Warren St., W.1. Euston 3268. [C1005]

£295!!!—Land-Rover 1950, a particularly good one-owner specimen, carefully used, not knocked about or given harsh treatment.

For catalogue, showrooms open until 8 p.m. [C1055]

LAND-ROVER, 1954, mileage 7,000, works maintained, immaculate condition with many extras; any evening after 6 p.m.—Allsopp, 52, Lichfield Rd., Colton, nr. Birmingham. [C1919]

1951 Land-Rover, fully equipped £295, trade enquiries welcomed; terms and exchanges—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station), Euston 2700/809. [C3059]

275!!!—Land-Rover, 1950, Perspex side screens, excellent condition, terms, exchanges, list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

LAND-ROVER Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Land-Rover—Hampstead (Tube) 6041. [W2018/R]

HARVEY HUDSON, Ltd., the nationwide Land-Rover specialists wish to buy Land-Rovers, country enquiries welcome—High Rd., South Woodford, London, E.18. Wan. 0056. [C9399]

ROVER MISCELLANEOUS

BEARTS, of Kingston, Rover Specialists, sales, spares, repairs—102, London Rd., Kingston 3348. [C009/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER MISCELLANEOUS

HENLYS, Ltd.
HOLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287)
DEVONSHIRE House, 335, Euston Rd., N.W.1. (Euston 4444)
REPORTS at:—
MANCHESTER (Blackfriars 7845).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
COUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).
GREAT WEST ROAD (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents.

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]
COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. [10242/R]
LAURENCE and Rover required immediately.—54, Streatham Hill, S.W.2. Tel. 2676. [W3016/R]
BRIMINGHAM—Post-war Rovers wanted; distance no object.—Hutton Motors, Ltd., 71, Broad St., Midland 245. [10614/R]
POST-WAR Rovers wanted.—Wilson's Automobiles & Coachworks, Ltd., 34, Acle Lane, Brixton, S.W.2. Brixton 4011; 3, Dorking Rd., Epsom, Surrey, Epsom 5901. [W4085/R]
Rover Spares and Service
LEATHWOOD GARAGES, Ltd., 205, St. James's Rd., Croydon, Theo. 1222. Main Rover dealers for Croydon. [10219/R]
GULLIVER ENGINE SERVICE.—Rover 12 and 14hp reconditioned engine engines.—60, Highgate Rd., N.W.5. Gulliver 4604. [10582/R]
EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon, Tel. 0163-4-5. [10147/R]
COLLIVER-FISHER, Ltd., unsurpassed service spares, and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [10422/R]
LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [10047/R]
R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 419. [10437/R]
DAVID ROSENFELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Chesham Hill Rd., Manchester, 8, Tel. Blackfriars 2302. [10556/R]

SIMCA

DICKS.
1953 Simca Aronde saloon, attractive car, fitted whitewall tyres; £395.
DICKS CAR SALES, Ltd., 395-401, High Rd., Kiburn, Maida Vale 688-9. [C1072]
GATEHOUSE offer:—
1955 Simca Aronde saloon, grey, heater, 1,600 miles only; £795.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444.
ANTHONY AROCK 1954 Aronde, 12,000 miles; £725.
A 1954 Aronde, 19,000 miles; £685.—High St., Esher, Tel. 4580. [C1065]
1954 model Simca Aronde saloon, black, fitted sun roof, loose covers, regularly maintained, a splendid car for fast, comfortable touring; £625.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008]
1954 Simca Grand Large 2-door saloon, wrap-around rear windows, numerous extras, whitewall tyres, a unique and very attractive car; actual Paris Court show model.
ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 545. [C1094]

SINGER

1951 model Singer SM1500, beige, immaculate; £475.
SEE us at the Hendon show.—Jack Pomer (Autos), 335, Hendon Way, N.W.4. Hen. 8011-2. [C3063]
1955 Singer Roadster, finished red, as new, just run-in; £575.
SEE us at the Hendon show.—Jack Pomer (Autos), 335, Hendon Way, N.W.4. Hen. 8011-2. [C3063]
1955 Singer Hunter saloon, green and silver 2-tone, single carb. £395.
PARKERS (MANCHESTER) & BOLTON, Ltd., Deansgate, Manchester, Dea. 4507. [C3062]
AREA dealers, new and used models always in stock. Spare parts service.—Bottlegate Motors, Ltd., Bolton Rd., Darwen (774). [10219/R]
1949 series Singer Super 10 de luxe saloon, new tyres, really excellent condition, unmistakable bargain; £510.—A.Z. Motors 100, Palmerston Rd., N.W.6. Mal. 4725. [C1011]
1955 Singer Hunter saloon, one careful owner, genuine mileage 3,000, twin carburetors, finished grey and blue cellulose, bargain; £845.—Seale, Ltd., 67, Highland Rd., Southsea 5222.
SINGER Hunter saloon, 6,000 miles only, green, brown interior, unmarked; £850.—B. & M. Motors, 1484-S, High Rd., Whitehouse (Finchley), London, N.20. Tel. Hildes 8671. [C1020]
1951 Singer 1500, small mileage, condition as new. £425; 101 terms.—E.R.C. Services, 5, Summerland Cdn., Muswell Hill, N.10. Tudor 0295. [1951]

SINGER

1947 Singer 9 roadster, good condition, recollared red, brakes relined, tyres good, weather equipment sound, taxed; £300.—Box 5666. [19211]
SINGER S.M. 1500 de luxe saloon, July 1953, 21,000 miles, radio, heater, wine mirrors, Rimblebushers spotlights, taxed Dec., as new; bargain £575 or part exchange open car, cash adjustment either way.—Eric Smith, Droitwich Rd., Claines, Worcester. Tel. Fernhill Heath 301. [19453]

Singer Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]
SINGER SM1500s urgently required by Jack Pomer (Autos), 335, Hendon Way, N.W.4. Hen. 8011-2.
H. A. SAUNDERS require S.M.1500 saloons for cash or in part exchange.—144, Golders Green Rd., N.W.11. Speedwell 9011. [W4004]

Singer Spares and Service

THE Singer agents for spares, service, repairs, Auto-menders, Ltd., Lowther Garage, Ferry Rd., Barnes, W.15. Riverside 8291. [10754/R]
GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2. [10665/R]
MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Distributors, Parkers Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester. (Dea. 4057.) [10740/R]

SPORTS CARS

B & G MOTORS offer:—
£275—M.G. 11hp T.B. 1939-40 open 2-seater, cream.
£225—Lagonda 4½-litre genuine Rapide d/h fourseater, immaculate maroon, radio, etc., new hood, very fast.
£195—Lagonda 16/80 open speed 4-seater, cream, new hood and tonneau cover.
£185—M.G. 12 N.A. Magnette open 4-seater, blue, recent expenditure over £100.
£175—M.G. 8hp 2-seater, green, new hood, recent engine overhaul.
£155—M.G. 12 N.A. Magnette open 4-seater, green.
£145—Austin 7 Nippy open 2-str.; immaculate, powder blue, Windtone horn.
£145—B.S.A. 10 Scout open 4-str., black, late model.
£145—Wolseley Hornet 12 open 2/4-seater, red, slab tank, etc.
£140—Ford 10 special Jensen open sports 4-seater, black.
£135—Austin 7 Nippy open sports 2-str., red.
£130—Wolseley Hornet 12 open 2/4-seater, red, beautiful engine.
£130—M.G. 12 L-type open 4-seater, cream, new hood, excellent tyres.
£95—Hillman Minx 10 special open sports 2-seater, grey.
MANY others, easy terms.—B. & G. Motors, 184-6-8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019]
ROWLAND SMITH'S for sports cars.

795 gns.—Sunbeam Alpine late 1953 sports 2-seater, grey, red leather, tonneau cover.
725 gns.—Triumph TR2 1954 sports 2-seater, granular, leather, heater, late-type hood.
645 gns.—Morgan Plus 4 late 1954 2-seater, ivory, TR2 engine, heater, small mileage.
625 gns.—M.G. Midget 1954 2-seater, radio, luggage carrier, one owner.
525 gns.—M.G. Midget 1953 T.D. 2-seater, luggage carrier, carefully used.
525 gns.—Paramount 10 1953 (registered 1954) sports tourer, twin carburetors, I.L.s., one owner, small mileage.
395 gns.—A.C. 1951 model 2-litre Buckland Continental sports tourer, i.h. drive, concealed hood.
375 gns.—H.R.G. 1948 1½-litre 2-seater.
345 gns.—H.R.G. 1947 1½-litre aerodynamic sports 2-seater.
325 gns.—M.G. Midget 1947 T.C. 2-seater, twin headlights.
225 gns.—Austin 7 1956 Nippy sports 2-seater, exceptional.
225 gns.—Morgan 4/4 1959 2-seater, 2 spare wheels.
195 gns.—M.G. Midget 1956 9hp P.B. 2-seater, silver.
195 gns.—Delage late 1956 D6/70 sports saloon, I.L.s.
95 gns.—Lagonda late 1934 4½-litre sports saloon.
69 gns.—M.G. Midget 1950 8hp 2-seater; terms, exchange; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [W4018/R]
BERT MASON SPORTS CARS, Ltd., offer:—
£175—Jaguar 1½-litre saloon, 1939 model.
£68—M.G. Midget sports 2-seater, red, slab-tank, new hood and screen, goes like all the verbal clappers, bats, peculiar cats and suchlike all together.
VERY many other interesting vehicles always in stock.
URGENTLY required, sports cars of all types, pre-pay top prices for good vehicles, but do not, however, and we would make this point quite clear, sell vehicles on a commission basis as in our opinion if it's not worth buying, it's not worth selling. So if you have a good sports car for disposal and bring it to us, your journey will certainly be worth while.
WE are now open 7 days a week.

HIRE purchase terms on all vehicles.
BERT MASON SPORTS CARS, Ltd., 77, Cricklefield Rd., Clapton, E.8. Amherst 1814. [C3078]
£50—Attractive A.C. 1935 (Oct.) drop head, converted through side. Tel. Northampton 31001. [C3005]
1939 Bugatti 57S sports coupe, completely overhauled; £750.
DUNHAM & HAINES, 46, Castle St., Luton 2100-1. [C1079]

SPORTS CARS

VINTAGE Autos. See our advertisement on page 59. [104079]
AUSTIN 750 specials made to order; details.—Haynes, Hurstleigh, Hurstwood Lane, Tunbridge Wells. [19204]

1951 (August) Dellow 2-seater, well maintained, 1951, very lively performance.—Avery, 8, Park Gate, Ltd., The Square, Basingstoke. Tel. 451. [19763]
JOHNSON & BROWN offer: 1950 Healey Silverstone, £575; new Austin-Healey 100, immediate delivery.—268-270, High St., Bromley. Ravensbourne 8841-2. [C2073]

£185—1935 A.C. 16/80 d/h coupe, with dicky, black, preselector box, excellent mechanical condition and appearance, new hood.—Reeves, 51, Furnival Ave., Slough, Bucks. Tel. 25749. [19444]

CHIFFSTEAD MOTORS, Ltd., specialists in high-grade sports and racing cars, see under Austin-Healey, Bentley, Healey, Jaguar, Riley, Rolls-Royce and Sunbeam Alpine columns allow us to quote for your present car. [C1066]

1936 M.G. Magnette 4-seater, 10,000 miles since complete engine overhaul, new king pins, etc., body and weather equipment excellent; £150 o.n.o.; seen London by appointment.—12, Clerkenwell Crescent, Malvern, Worcs. Tel. Malvern 2562. [19433]

COOPER-JAGUAR, May, 1955.—Raced only 25 miles, C-D-type engine (wet sump), modified and gas-valved and special valves, giving much increased b.h.p.; figures available, Dunlop disc brakes, specially finished body, whole car lightened and in absolutely new condition; any inspection or trial to genuine equipment, genuine reason for sale. Enquiries to Enquiries, Riffa Garage, Harrogate Rd., Pool-in-Wharfedale, Yorks. Tel. Arthington 149. [19246]

COOPER-BRISTOL—The prettiest 2-litre sports in the country and one of the fastest; beautifully finished, full-width specialist-built body, very light and low; tubular chassis, modified, gas-flowed head, special test figures available, drop and special, many spares alternative tanks, etc. chassis and engine rebuilt with new crank, pistons, liners, etc.; up to B.S.A. specification; raced 50 miles only; any inspection or trial.—Enquiries, S. Hauxwell, Riffa Garage, Harrogate Rd., Pool-in-Wharfedale, Yorks. Tel. Arthington 149. [19250]

CHILDREN CARS offer Alfa Romeo supercharged 1750 cc. Castagna 2-seater, £335; 1937 8vvs Firebird saloon, £135; Aston Martin 1½-litre long chassis 4-seater, £255; Aston Martin 1½-litre short chassis 2/4-seater, £315; Aston Martin 1½-litre sports saloon, £165; Invicta 4½-litre L.C. 2/4-seater, £265; 1939 5½-litre SS100 2-seater, £325; 1937 2½-litre SS100 2-seater, £295; M.G. J2 2-seater, £145; 1936 Riley 1½-litre Sprite 2-seater, £315; 1934 Riley 9hp Imp 2-seater, £295; 1934 Riley 9hp Kestrel, £135; terms, exchange, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1045]

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]
B. & G. MOTORS—Sports cars urgently wanted for new showrooms.—B. & G. Motors, 184-6-8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019]
MERCURY MOTORS wish to purchase good used sports cars of most types.—M.G., Riley, Sunbeam-Talbot, Morgans, etc.; please write, phone or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.
MERCURY MOTORS, Universe House, 125-6, Harrow Rd., Wembley, Middx. Wembley 805-9. [W5014]

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13, Riverside 5291. [10753/R]

STANDARD 8

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—
1946 Standard 8 tourer, finished black/silver, reconditioned engine, one owner, exceptional condition; £250; maximum h.p. terms available. [C1001]

1954 de luxe Standard 8, fitted heater, spotlights, grey, one owner; £515.—Sunny Hill 3559 and 0030. [C2074]

STANDARD 8 1946 drop head coupe, 7,000 miles since rebore, steering column, front suspension renewed recently; £240.—Box 5705. [19268]

675 gns.—Standard 8 4-door saloon, black, splendid heater, etc.; £585.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [19331]

1954 Standard 8 4-door saloon, black, splendid throughout; £445.—Davies Motors, Ltd., 273, London Rd., Staines, Tel. 4211-5. [C1080]

1954 Standard 8, grey, 3,600 miles, heater. Underseal, many added refinements, condition new; £460.—Tel. Burgh Heath 2758. [19442]

495 gns.—Standard 8 1955 model de luxe saloon, grey, one owner, 7,000 miles, spare unused, terms, exchanges.—Rowland Smith, below.

465 gns.—Standard 8 1954 de luxe saloon, heater, one owner, small mileage, spare unused, exceptional; terms, exchanges; list open 9-7 week-days, Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [W4018]

1947 saloon, sun roof, screen washer, taxed; £275.—Gerald Leventon, Ltd., Rickmansworth, Herts. Tel. 3326. [19514]

1954 Standard 8 saloon, black, heater, one owner, low mileage; £465.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.15. Tel. 455. [10109]

£275—1947 Standard 8 de luxe saloon, immaculate condition throughout; terms.—Autocars, 5, Balham High Rd., Balham 1509. [C1009]

1955 Standard 8 saloon, beige, heater, taxed year, very low mileage; £475, consider a part exchange.—14, Bunkington Ave., Worthing 1839. [C1027]

1947 Standard 8 2-door saloon, black, fawn interior, fitted 10hp engine and numerous other modifications; £295.—Rothlins, East Putney, Tel. 768. [10610]

1954 Standard 8 saloon, duo colour blue and grey, 19,000 miles; £450.—R. B. Mead (Sales), Ltd., 42, Queen St., Maidhead, Tel. Maidenhead 3431-2. [C3011]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 8

STANDARD 8, 1954, 9,000 miles, grey, immaculate condition; £480 o.n.o.; seen near Harlow.—Woodhouse, Sawbridgeworth 2171, during business hours.

PRIDE & CLARKE, Ltd.—1954 Standard 8 saloons, low mileage, heater; several from £469; terms; exchanges; lists; guarantee.—Stockwell Rd., S.W.9, Brixton 6851. [C3068]

1954 (July), 10,000 miles, chrome radiator grille, hub caps, heater, screen washer, twin wipers, taxed; £465.—Gerald Leventon, Ltd., Rickmansworth. Tel. 3528. [9513]

MONTE CARLO Rally performance Standard 8, twin cars, 4-branched exhaust, h/c lead, high axle ratio.—George Boyle (Sports Cars), Mollington, nr. Chester. Great Mollington 553. [C1106]

R.A.C. Rally winning conversion, always available, see our advert, under Standard 10. New and used cars available with or without conversion; demonstrations; h.p. terms, part exchange.

1955 Series Standard 8 de luxe saloon, grey and red heater, radio, 10,000 miles, Alexander Hi-Power conversion; £535.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

1954 (Sept.) Standard 8 de luxe, grey, red leather, Harlan covers, Undersseled, lamp housings, grille-bar, badge bar, bonnet modif., over-riders, 7,000, £359, truthfully immaculate; £500.—Barnet 7861. [9449]

Standard 8 Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

SLOOMBER, Ltd.

WE are always pleased to purchase nice examples of Standard 8s.—38-52, Dudden Hill Lane (Nr. Dollis Hill Underground), Willesden 4869. [W4017]

STANDARD 8 de luxe, low mileage.—Gerrards Cross 2077.

W. HAROLD PERRY require Standard 8 cars.—Used Car Dept., 1105-1111, High Rd., Whetton, N.W.2, Tel. Hillside 6621. [W3042]

STANDARD 9

£100—1936 Standard 9 de luxe saloon in very excellent order. Evenings Guildford 4892.

£145—1938 Standard 9 saloon, good condition, choice of 2 terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009]

STANDARD 10

RUSSELL MOTORS offer:—

1955 Standard 10, heater, leather, wing mirrors, taxed, 1,000 miles only; £610.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1, Sloane 9288. [C3060]

MONTE CARLO Rally performance Standard 10, twin cars, high compression head, 4-branched exhaust.—George Boyle (Sports Cars), Mollington, nr. Chester. Great Mollington 553. [C1106]

R.A.C. Rally winning conversion, as used on works' entered cars, now available on 8s and 10s; stock of new and used cars with or without conversion usually available; send for data; demonstrations; h.p. terms, part exchange.

1955 Series Standard 10 de luxe saloon, black and blue, heater, 3,000 miles only, Alexander Hi-Power conversion; £635.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

Standard 10 Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

SLOOMBER, Ltd.

WE are always pleased to purchase nice examples of Standard 10s.—38-52, Dudden Hill Lane (Nr. Dollis Hill Underground), Willesden 4869. [W4017]

LOW mileage low wanted urgently, cash waiting.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [W1094]

STANDARD 10, low mileage.—Gerrards Cross 2077.

STANDARD 12

RAYMOND WAT.

RAYMOND WAT., East London Branch.

1948 Standard 12 de luxe saloon, very beautiful condition, black with green leather, extras include rim embellishers, wing mirrors, etc., taxed year, 3 months' written guarantee; 359/95 or £119 deposit, balance 24 months.

EASY hire purchase on the spot with no references, no formalities or guarantors, part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAT. 773, High Rd., Seven Kings. Tel. Seven Kings 4066. [6906]

STANDARD 11

1948 Standard 11 saloon, specimen car; £365.—A. Owen (Hendon), Ltd., Tel. Col. 5185. [9569]

1947 Standard 14 drop head coupe, black, brown hide interior, new fawn vinylite hood, new tyres, lovely condition; £325; consider part exchange.—14, Bulkrington Ave., Worthing 1839. [C4027]

1948 Standard 14 sun saloon, blk./fawn, excellent appearance, general mechanical order, taxed; £325.—Kingshorpe Garage, Ltd., 50, Harborough Rd., Northampton. Tel. 985. [9523]

1948 Standard 14 saloon, black, fitted heater, spot lamp, screen washers, exceptionally good condition throughout; £285.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019]

STANDARD VANGUARD

RUSSELL MOTORS offer:—

1955 Phase II Vanguard, 290 miles only, radio, heater, screen washers, taxed; £545.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1, Sloane 9288. [C3060]

1953 Standard Vanguard, green, green interior; £345.

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2, Paddington 0022 (12 lines). [C2032]

HENLYS offer with 4 months' guarantee and 7 days' trial:—

1952 Standard Vanguard estate car, overdrive, radio, heater, etc., carefully used and maintained, metallic green with green interior; £668.—Henlys, Henlys Corner, North Circular Rd., N.W.11, Finchley 0081. [9551]

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1954 Vanguard saloon, black with red vinylite, nominal mileage, in excellent condition; £625.

BERKELEY SQUARE, London, W.1, Grosvenor 4345. [9474]

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1949 Vanguard estate car, £425—355, High Rd., Wembley, Middx. Tel. Wembley 4432. [C3045]

1950 Vanguard, leather, radio, heater, one owner, excellent condition; £420.—Mountview 3761. [9488]

£395—Standard Vanguard 1949, radio, heater, excellent mechanically; choice 2, many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7. (50 yards Holland Park Tube). Exchanges; h.p. [C1017]

STANDARD Vanguard saloon (Dec., 1952) black, beige leather; £600.—Strattons, Ltd., 40, Berkeley St., W.1, Mayfair 4404. [C4022]

1950 Standard Vanguard, maroon, beige upholstery, perfect condition; £290.—Victoria 5529 or Tate Gallery 9195—76, Lupus St., S.W.1. [9580]

1952 Vanguard Estate car, 20,000 miles, radio, heater, overdrive and other extras; £375.—Cocking, Impney Farm, Dorking. [9503]

1951 Standard Vanguard saloon, black/brown, radio, excellent condition throughout; £465.—Dorking Motor Co., Ltd., 2256 Dorking. [C1088]

1952 Standard Vanguard saloon, radio, heater, unmarked; £500.—A. Owen (Hendon), Ltd., Tel. Col. 5185. [C3045]

345—Standard Vanguard, December 1949, saloon, screen washers, excellent condition; terms, exchanges.—Rowland Smith, below.

445—Standard Vanguard saloon, comet blue, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1955 Standard Vanguard saloon, 7,000 miles; £755.—Montrose Motors (N. H. Boswell), 91-95, Kipping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C4020]

1950 Standard Vanguard saloon, blue, leather upholstery, radio, heater; £415.—Vare Motors, 472, Archway Rd., Highgate, N.6, Mountview 3059 or 5306. [C4074]

1953 Standard Vanguard saloon, grey, 10,270 miles only, exceptional condition throughout, fine opportunity, guaranteed; £595 cash; deferred or part exchange.

E. J. BAKER & Co., Ltd., Dorking 3622. [8858]

1954 Standard Vanguard, black, red vinylite interior, heater, small mileage, as new; £635.—Silverthorne Motors, Ltd., Pitney Sq., W.1, Euston 7811. [C4011]

1952 Standard Vanguard saloon, grey with red interior, 29,000 miles, fitted radio and heater; £525.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 253. [9365]

1950 Vanguard, two-tone, heater, immaculate condition, fitted latest 2700 engine, mechanically perfect; £425.—Gregory, Front St., Corbridge, Northumberland, Ltd. 65. [9455]

1951 Standard Vanguard saloon, black, heater, one owner, guaranteed; £425; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14, Park 9704/5968. [C3034]

1953 Vanguard saloon, one owner, leather, dark green, 19,000 miles, a well-kept car in excellent mechanical order; £495; written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2, Finchley 0052-3-4, any time. [C4065]

1953 Vanguard estate car, comet blue, red leather, heater, one owner, 19,000 miles, completely unmarked throughout; £723.—Broadway Motors, 67, High St., and Hanworth Rd., Hounslow, Middx., Hou. 0175. [9551]

1953 Vanguard estate van, only 5,000 miles by one owner, spot new, beautifully finished in metallic green, fawn interior, all chromium in perfect condition, bench-type front seat, ideal vehicle for business and pleasure; £545.—Hillwood Motors, Hill (London) 4222. [9171]

1953 (September) Vanguard Phase II saloon, immaculate throughout, finished in attractive 2-tone black and grey with red upholstery, over £125 extras which include overdrive, fitted H.M.V. push-button radio, tailored seat covers, fitted link mats, screen washer, spot light, electric clock, wing mirrors; carefully maintained by one owner; £526 or £290 down, balance 24 months.—Newton Service Garage, Wembley, Arnold 5252. [9414]

Standard Vanguard Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

ALMOST new Vanguard required immediately.—54, Streatham Hill, S.W.2, Tulse Hill 2678. [W2016]

XXX Excellent cash prices for good Standard cars.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Standard Miscellaneous Cars Wanted

R ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

PRIVATELY owned Standard 12 or 14—5, Birnie Court, Kinson Hill, Surrey. Tulse Hill 2768. [W2037]

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000—Seven Sisters Rd., Tottenham, N.15. [0181/R]

KJ Standard Spares and Service
Motors, Ltd.—Spares, reconditioned units, Gilling, Radiomobile agents.—Bromley, Rav. 3456. [0367]

L ARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2, Tel. 29439. [0501/R]

STANDARD spares, all models from 1937 by return of post; genuine factory replacement engines, 1938 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby, Tel. 5436. [0463/R]

MARCOATE, Kent—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [0509]

STANDARD spares for all models, largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0358/R]

L ANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or call, orders dispatched immediately.—36-43, Eden St., Kingston, Kin. 5151-6.

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, recoloring.—Putlocks, Ltd. (8.W. Surrey distributors), Alexandra Terrace, Guildford 5301. [0453/R]

FALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1935 onwards; guaranteed three months; Gilling and Bendix stockists.—Arcadia Ave., Finchley, N.3, Finchley 5908/9. [0002/R]

STUDEBAKER
WESSEX MOTORS, St. Cross Rd., Winchester.

PART of the Healy Organisation.

1955 President V.8 state sedan, one owner, low mileage, fitted heater, radio and overdrive.—Tel. Mr. Wilkins at Winchester 5555.

WESSEX MOTORS, St. Cross Rd., Winchester. [C4067]

1951 Studebaker Champion 4-door, overdrive, loose covers, heater, in very good condition.

SCOTT CARS, 347, Finchley Rd., London, N.W.3, Tel. Hampstead 7779/9676. [C4016]

1954 Studebaker, Farina type body, 3,000 miles, as new.—George Thompson (Motors), Ltd., 95, Fulham Rd., South Kensington, S.W.3, Kensington 4858. [C4028]

1954 Studebaker Champion, Farina body, 3,000 miles, most attractive and luxurious car, £1,375.—Taylor & Crawley, 428, South Audley St. (entrance Adams Row), Mayfair, W.1, Gro. 6881. [C4036]

Studebaker Cars Wanted
SIMPSON MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 6691/5005. [W4015/R]

SPARES and repairs for all models, special service in all Champion models.—Alliance Auto Co., Parsons Mead, West Croydon, Surrey. Croydon 1866. [0763/R]

SUNBEAM
TOM GARNER, Ltd., offer:—

1955 series Sunbeam Mark III convertible, Alpine mist, heater, overdrive, 5,000 miles only; £1,195.

1955 Sunbeam Alpine Roadster, sapphire blue, 500 miles only; £1,175.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 1265-6-7. [C2020]

WARWICK WRIGHT, Ltd., offer:—

1955 Sunbeam Mark III saloon (overdrive) elaret with French grey upholstery, fitted radio and heater, 5,000 miles; £1,195.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9791. [C4045]

GUY SALMON AUTOMOBILES offer:—

1955 (March) Sunbeam Mark III foursome convertible coupe, metallic grey/grey leather, loose covers, radio, heater and overdrive, 6,900 miles from new, one owner, faultless condition; £1,195.—Portsmouth Rd., Thames Ditton, Emsworth 5551-2-3. [C4001]

1955 model Sunbeam, 7,000 miles, radio, heater, other extras, one owner, as new; £1,095.—Tolworth Motors, Kingston By-Post, Tolworth. Elmbridge 2254. [C4081]

SUNBEAM ALPINE
HC

£795—1953 (September) genuine one-owner car, in immaculate condition, ivory with red leather, low mileage, radio, heater, windscreen washers, twin spots, over-riders, etc., tuned engine, excellent tyres.—Hampstead Cars, 178, Finchley Rd., N.W.3, Hampstead 5021. 9 a.m. to 7 p.m. [C2091]

B. J. HUNTER, Ltd., offer:—

1954 Sunbeam Alpine coupe, very attractive car in cream, cost £1,500; bargain at £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.4, Tel. Gladstone 6505. [C2040]

CHIPSTEAD MOTORS, Ltd., offer:—

1954 Sunbeam Alpine, reputed to have cost approx. £1,500, ivory, red, radio, heater, rev counter, etc., speedo reading 12,000. £825.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0952/7253/7154. [C1646]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM ALPINE

WARWICK WRIGHT, Ltd., offer:—

1954 (October) Sunbeam Alpine roadster, overdrive, green with light green upholstery, 8,000 miles, £1,095; another in red, similar mileage.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

WORKING MOTORS (Mercedes Distributors).

1954 (June) Sunbeam Alpine 2-seater, guaranteed 2,200 miles only, metallic blue, beige leather, taxed; £955—Maybury Hill Garage, Woking 4277-8. [C4057]

1954 Sunbeam Alpine, finished in red, radio, heater, one owner from new, excellent condition—H. Leverton & Co., Ltd., Broad St., Spalding, Spalding 3221. [8991]

1954 Sunbeam Alpine with every extra, overdrive, radio, rev counter, aero screens, twin choke carburetors, heater; cost new, £1,515; Alpine mist with red upholstery, will accept £925.

BOLTON OF LEEDS, Ltd. (Sunbeam Dealers), 14, Harrison St., Brigsteed, Leeds, 1. Tel. 20114. [9145]

795 gns.—Sunbeam Alpine late 1953 sports 2-seater, grey, red leather, high compression engine, tonneau cover, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Howland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

SUNBEAM TALBOT

DICKS.

1939 Sunbeam-Talbot 10hp saloon, excellent condition throughout; £325.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

CAR MART, Ltd.

1954 Sunbeam-Talbot 90 drop head coupe, heater, grey with red upholstery £1,050—Car Mart, Ltd., 163, Bromley Rd., Calford, S.E.6. Hither Green 1001. [C1039]

H. C. PAUL, Ltd.

1950 Sunbeam-Talbot 90 convertible foursome coupe, bronze, mileage 27,000, one owner only; £525—32, Bruton Place, Berkeley Square, London, W.1. Mayfair 0521-2. [C3040]

CAMDEN MOTORS, Ltd.

OFFER the following high-class Sunbeam-Talbots from their stock of 500 cars:—

SUNBEAM-TALBOT 10hp sports saloon 1938-9, a nice bright car, smart compact bodywork, very high standard of performance; £250.

SUNBEAM-TALBOT 10hp sports saloon 1940, prototype of post-war model, very smart car in excellent order; £325.

SUNBEAM-TALBOT 10hp sports saloon 1947, a carefully used one-owner car in spot-on mechanical condition, excellent tyres, recent overhaul to steering, brakes and suspension (bills available); £395.

SUNBEAM-TALBOT 90 saloon Mark II series, one of the few available, all extras fitted, immaculate coachwork, new Poly Vynol body, new tyres and the whole car in first-class order; £525.

SUNBEAM-TALBOT 90 saloon Mark II series 1951, 510hp engine, grey, grey hide interior, serviced since new by local Rootes agents, undersealed and superbly maintained; £695.

SUNBEAM-TALBOT 90 coupe 1952 Mark II series, with heater and radio, definitely in most outstanding mechanical order, excellent coachwork, hood and tyres; £695.

SUNBEAM-TALBOT 90 saloon 1952, choice of 2 models, both Mark II series, one in bronze, one in grey, with heater and radio; from £675.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035]

TOM GARNER, Ltd., offer:—

1954 Sunbeam-Talbot 90 Mark IIA saloon, sapphire blue, heater, radio, many extras, 12,000 miles; £975.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 925-6-7. [C3020]

H. BEATTY & Co., Ltd., offer:—

1950 Sunbeam-Talbot 90 saloon, heater, grey with red leather upholstery, excellent order; £495—102, London Rd. and High St., Kingston-on-Thames, Kingston 3348. [C1061]

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam-Talbot 90 Mark IIA saloon, gun grey, with red upholstery, 11,000 miles, £1,045; another in blue, similar mileage.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

PETER BANTOCK CAR SALES, offer:—

1954 Sunbeam-Talbot Mk. IIA, 8,000 miles only, dual for lamps, etc., finished bronze with red leather, whole car literally as brand new; at £935—104, High Rd., Chiswick 277-5870. [C1014]

PHOENIX MOTOR CO. (SURREY), Ltd.

FOR all Rootes Group products.

1946 Sunbeam-Talbot 10 saloon, excellent condition; £325.

MANY other models available.

PHOENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey, Vigilant 1121. [C3044]

1951 Sunbeam-Talbot 90 drop head, perfect throughout; £615.

SCOTT CAR SALES, 507, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8076. [C4016]

1954 Sunbeam-Talbot 90 saloon, small mileage, as new; £385—Belov.

1938 Sunbeam-Talbot 3-litre saloon, nice order throughout; £195, 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Friary Rd., Hammersmith, Mountview 3228 and 5774. [C4054]

1952 Sunbeam-Talbot 90, black/beige, heater, one owner, 11,000 mi. £600—Belov.

Maylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction), Wand. 2252. [C3022]

SUNBEAM-TALBOT

HENLYS offer with 4 months' guarantee and 7 days' trial:—

1954 Sunbeam-Talbot 90 saloon, radio and other extras, completely unmarked, grey with red interior; £995.—Henlys, Henlys Corner, North Circular Rd., N.W.11. Finchley 0681. [9532]

RUFFELL'S MOTORS, Roades Group Main Dealers and Sunbeam-Talbot Specialists, offer:—

1954 Sunbeam-Talbot, 11,000 miles, steel grey, grey upholstery, radio, heater, windscreen washers, etc.; £595.

1953 Sunbeam-Talbot, black/tawn upholstery, radio, heater, windscreen washers, Ace Rimbellashers, one owner; £795.

1951 Sunbeam-Talbot, black/red upholstery, fitted heater, low mileage, one owner; £595.

1950 Sunbeam-Talbot 80, green, brown upholstery, radio, heater, beautiful condition; £520.

1950 model Sunbeam-Talbot 80, black, brown upholstery, taxed; £485.

185 High St., Wealdstone. Harrow 6421. [9220]

1952 Sunbeam-Talbot 90, bronze/red; £595.—John Trigg, Ltd., Esher 2255. [C4066]

1950 Sunbeam-Talbot saloon, heater, immaculate; £550.—A. Owen (Hendon), Ltd. Tel. Col. 3185. [9567]

A CRES offer 1947 Sunbeam-Talbot 80 saloon, stove, red interior, exceptional condition throughout, choice of 2; £595.

A CRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tel. Hill 1909. [C1002A]

SUNBEAM-TALBOT 90 saloon (July, 1954) blue, grey leather, 14,000 miles, radio; £345.—Strattons, 40, Berkeley St., W.1. Mayfair 4404. [C4022]

1951 Sunbeam-Talbot coupe, radio, heater, new engine; £625.—A. Owen (Hendon), Ltd. Tel. Col. 3185. [9220]

1947 Sunbeam-Talbot 10hp drop head coupe; £350; from 1/4 down deposit; part exchange.—Harry Davies Car Sales, 359 High Rd., Willesden, N.W.10. Willesden 7172. [9264]

SUNBEAM-TALBOT, August, 1953, immaculate condition, one owner, chauffeur driven, high compression head, five new Whitworth tyres, all accessories; quick sale, £750 or offer; no dealers.—Bot 5661. [9220]

1950 Sunbeam-Talbot 90 saloon, black, recently decarbonized, etc., beautiful order; £500.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2148. [C4007]

1952-3 Sunbeam-Talbot 90 sports saloon; this vehicle is beautiful, interior spotless and like new, speedometer records 21,000, but you could believe it's only done 5,000.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley (Each Finchley Underground). Finchley 6222-3-4. [C2052]

SUNBEAM-TALBOT saloon model IIA, fitted radio and heater and other extras; black, guaranteed in new condition; property of our managing director; £715. Apply Clock Garage, Accrington. Tel. Acc. 2128-9. [9148]

£260—Sunbeam-Talbot 10hp 1939 attractive saloon, blue, very good condition, meticulously maintained by Rolls-Royce owner.—Dr. Da Fano, Broome's End, Shipley, Sussex. Tel. Cootham 245 evenings. [9465]

VERY attractive 1951 Sunbeam-Talbot Mark II saloon, taxed, silver green, red leather, outstanding performance, extras; £625; exchange considered.—Miles, Oldfield, Warbleton, Heathfield, Sussex. Rushlake Green 281. [9465]

525 gns.—Sunbeam-Talbot 90 Mk II sports saloon, sliding head, leather, one owner, excellent condition; terms, tax, open 9-7 week-days and Saturdays.—Howland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

JACK ROSE, Ltd.—1951 Sunbeam-Talbot saloon, radio and heater, bronze, low mileage, excellent condition; £595; also 1950 Sunbeam-Talbot 90 saloon in gunmetal, open to any examination; £495.—Stafford Rd., Wallington, Surrey. Wall 6677 and Burgh Heath 2276. [C3056]

1954 (June) Sunbeam-Talbot saloon, grey, one owner, extras include heater, twin spot lamps, clear lighter; very carefully run-in and used by meticulous owner; serviced by us since new; £995.—G. E. Harper, Ltd., 1, London Rd., Stevenage, Tel. 700. [9413]

1952 (March) S.T.90 convertible, one owner, No. 1 tuning by Hartnell, radio, heater, badge bar, wheel trims, 2 spotlamps, seat covers, screenwash, clear lighter, wing mirrors, fly deflector, overriders, new battery; open—15, Ruden Way, Epsom Downs, Burgh Heath 5998. [9121]

GEORGE HARTWELL, Ltd., the Sunbeam-Talbot specialists, can offer comprehensive selection of guaranteed used Sunbeam-Talbot 90, Mark II, Mark IIA and Alpine from £625; exchanges, hire purchase; details, information on request.—55-41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 41. [C2079]

1954 Sunbeam-Talbot 90 coupe, first registered June, 1954, alpine mist with red upholstery, low mileage, chromium wheel discs, 2 door mirrors, windscreen wipers, radio and heater, for lights, radiator, overriders, loose covers, headlight shields, faithful exhaust, polished ports, reversed light, chromium plated air filter, etc.; are extinguishers; £900.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [9584]

Sunbeam-Talbot Cars Wanted

ROOTES

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars

BIRMINGHAM—Lower Temple St. (Central 8411).

MANCHESTER—129, Deansgate (Blackfriars 6677).

MAIDSTONE—(Maidstone 3333).

CANTERBURY—(Canterbury 3232).

ROCHESTER—(Chatham 2251).

WROTHAM Heath—(Borough Green 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R]

Sunbeam-Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

RICHAARDS & CARR, Ltd., buy Sunbeam-Talbots—35, Kinnerton St. & W.1. Sloane 5424. [W3045]

ALMOST new Sunbeam-Talbot required immediately.—54, Stratham Hill, S.W.2. Tel. Hill 2676. [W3016]

URGENTLY required.—1949-55 Sunbeam-Talbot saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8552]

TALBOT

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1937 Talbot 10 saloon, excellent condition; £215.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1932 Talbot 14 Scout saloon, excellent condition; £112 or nearest offer.—Hales, 16, Gravesend Rd., Strood, Kent. [9461]

1936 Talbot 10 pillarless sports saloon, excellent runner; £125, or £50 down.—Brya Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

Talbot Spares and Service

JOHN BLAND for spares and repairs to pre-war Talbots except 10hp.—27, Southfields Rd., S.W.18. Vandyke 1612. [0996/R]

LARGE stocks new and second-hand Talbot spares, 1950-36, included ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0863/R]

TRIUMPH

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1950 Triumph Renown saloon, grey with grey upholstery, heater, radio, Ace Rimbellashers, reconditioned engine, excellent condition; £495.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

BENTALLS, Ltd.

1949 Triumph Renown saloon, black with brown upholstery, fitted heater; £445.

1950-1 Triumph Renown saloon, black with beige upholstery, radio and heater; £535.

KINGSTON-ON-THAMES, Kingston 1001. [C1093]

H. A. SAUNDERS, Ltd., offer:—

1953 Triumph Mayflower saloon, beige, black upholstery, heater, rec. mileage; £545.

836—842, High Rd., N.12. Hillside 5272 (8 miles). [C2027]

CHARLES POLLETT, Ltd., offer:—

1951 (Oct.) Triumph Renown, a very well-kept saloon, jade green, beige hide, heater, speedo, reading 17,000 miles, two owners, taxed, 3 months' guarantee, hire purchase and part exchange facilities; £575.

SHOWROOMS—18, Berkeley St., W.1. Mayfair 6266.

SERVICE—Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunninghamham 5956. [C2010]

BRADSTOCK MOTORS, Ltd., offer:—

1954 Triumph TR2, black, one owner, leather, radio, heater, spot and reverse lights, radiator blind, tonneau cover, 10,000 miles, spare unused, immaculate condition; £765.

1949 Triumph 2000 roadster, green, mileage recorded 32,000 only, taxed year, excellent condition; £465.—Chase Rd., Epsom 5696-7. [C1090]

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Triumph Mayflower saloon, in excellent order throughout; £475.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1955 year, Triumph TR2, washable, one owner, low mileage; £795—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

!!! Value Cars, East Sheen, Prospect 7520. [9355]

1950 Triumph Renown, heater; £495.—A. Owen (Hendon), Ltd. Tel. Col. 3185. [9566]

£495!!!—Triumph Mayflower saloon de luxe, excellent condition, carefully used.—Below.

£495!!!—Triumph Roadster coupe, immaculate, carefully used, only 2 owners.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase. 421-423, High Rd., Finchley (Each Finchley Underground). Finchley 6222-3-4. [C2052]

TR2 reg. Aug. '54, pearl white, heater, w/washers and hard top conversion unit; £785 o.n.o.—Malden 3666. [9137]

£498—Triumph 2000 1950 razor edge 4-door saloon, exceptionally good car throughout, one careful owner; many other cars.

BENMOTORS, I., Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube). [C1017]

1949 Triumph Roadster 2000, meticulously maintained, new P.V.C. hood, tyres, battery, private sale; £470.—Mitcham 4281. [9448]

1952 Triumph Mayflower saloon, blue, heater, one owner; £465.—Vanderveils, 215, Haverstock Hill, N.W.2. Primrose 4441. [C4067]

1951 Triumph Mayflower saloon, heater, excellent condition; £425.—A. Owen (Hendon), Ltd. Tel. Col. 3185. [9566]

1953 Triumph Mayflower, black, red upholstery, 9,000 miles; £525.—Deansbrook Garage, Hale Lane, Edgware. Tel. Mill 2244. [9545]

1951 Triumph Mayflower, low mileage, almost as new; £455.—Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26. Syd-nham 6129. [C2066]

1950 Triumph Renown, heater, outstanding condition; £495.—Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26. Sydenham 6129. [C2066/R]

UTILITY CARS

S.W.7. Ken. 2477. (C255)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1953 VAUXHALL WYVERN
(April) Vauxhall Wyvern, heater, loose covers, wing mirrors, 2 spotlamps, very good condition; £395.—Mayday Motors, Ltd., Mayday Rd., Thornton Heath S17 9-4-5. (C9545)

345 Vauxhall Wyvern 1949 saloon, black, few scratches, good condition; terms, exchange, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C9018)

1954 Vauxhall Wyvern, grey, heater, loose covers, wing mirrors, undersides, 5,000 miles unblemished, belonged to an enthusiastic owner, regularly maintained; £675; written guarantee; terms, exchange; trade enquiries welcomed.
H AROLD SIMONS, Ltd., 597/601, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. (C4065)

VAUXHALL WYVERN Cars Wanted
A LMOST new Wyvern required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 676. (W3016)

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitestone, N.20. Hillside 6621, offers.

1954 Vauxhall Velox, black, brown upholstery, windscreen washer; £695.—
W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitestone, N.20. Tel. Hillside 6621. (C9042)

CAR MART, Ltd.
1953 54 Vauxhall Velox saloon, black with red upholstery; £635.
CAR MART, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. (C1039)

E LITE MOTORS, offer:—
1954 Vauxhall Velox saloon, black/red, heater, speedometer reading 17,000 miles, the whole car without blemish; £695.
E LITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 1200 (20 lines). (C2005)

UTOMOBILIA, Ltd., offer:—
1950 (June) Vauxhall Velox 4-door de luxe saloon, silver grey, red leather, heater, excellent condition; £435.—Automobilia, Ltd., Pippbrook Garage, Dorking 4504. (C1069)

H. A. SAUNDERS, Ltd., offer:
1954 Vauxhall Velox saloon, grey, grey-red upholstery, heater, etc.; £695.
836—842, High Rd., N.12. Hillside 5272 (8 lines). (C2027)

CHIPSTEAD MOTORS, Ltd., offer:—
VAUXHALL Velox, 1953 model, immaculate in green, low mileage, many extras, one owner; £625.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Fixman 0052/7255/7154. (C1046)

WARWICK WRIGHT, Ltd., offer:—
1953 (April) Vauxhall Velox saloon, green with green upholstery, fitted radio and heater, 12,000 miles; £625.
W. W. WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

1949 Vauxhall Velox; £425.—Below.
1950 Vauxhall Velox; £465.—Below.

1953 Vauxhall Velox; choice of two, from £640; 6 months' guarantee; terms and exchange.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mounview 5228 and 5774. (C4054)

HENDON CENTRAL GARAGE, Ltd., offer:—
1949 Vauxhall Velox saloon, fitted radio and heater, very good order throughout; £425.
—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2034)

PHOENIX MOTOR CO. (SURREY), Ltd., offer:—
1954 Vauxhall Velox, blue, fitted heater, one owner, 23,000 miles; £695.
PHOENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. (C9044)

VAUXHALL Velox, black, one owner, heater, immaculate; £440.
S EE us at the Hendon show—Jack Pozner (Autos), 595, Hendon Way, N.W.4. Hen. 6011-2. (C9063)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1951 Vauxhall Velox, one owner; £395.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1950 Velox, black; £450.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2512. (C9019)

1952 (October) Vauxhall Velox, blue, heater, excellent throughout, taxed year 4590.—L. F. Dove, Ltd., Guildford Rd., Woking. Woking 121. (C1078)

1949 (October) black saloon, heater, link mats, well-cared for, one owner; £395.—Viceroy 5602. (C9204)

1953 Vauxhall Velox saloon, black with brown leather upholstery, heater; £395; £199 deposit.
McLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/9353. (C9063)

1955 Vauxhall Velox saloon, grey, virtually new; exchange, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C9010)

1950 Vauxhall Velox, heater, really looks as new; £445.—Kirkdale Cars, Cobba Corner, Sydenham, S.E.26. Sydenham 6129. (C9069)

1955 (Feb.) Velox, red, heater, clock, screenless. Agency covers, courtesy and boot lights, unblemished, as new, small mileage; £815.—Box 5744. (9423)

£635—Gift: 1953 Vauxhall Velox, only one owner since new, recorded mileage 20,000, fitted extra worth £100; absolutely irreplaceable bargain.—Below.

L AMBS OF WOOD GREEN (Est. 1897)—100 guaranteed cars; exchange; hire purchase; 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. (C2052)

1951 Vauxhall Velox saloon, black, one owner, recon. engine fitted 1954, very good 3765; £445.—Thundersley Garage, Ltd., Thundersley, Essex. South Benfleet 2272. (C9019)

1952 Vauxhall Velox, blue/grey, heater; £525; exchange.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Bait. 2252. (C9022)

1954 Vauxhall Velox, one owner, immaculate condition, 10,000 miles, quality tested, guaranteed; £710.—Over Hall Garages, Staines Rd., Bedford. Ashford, Middx. 2523. (9415)

1954 (March) Vauxhall Velox saloon, beige, radio and heater, one owner, genuine 11,000 miles, as new; £675.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. (9049)

1955 (series) Velox saloon, pewter grey, 3,500 miles, fitted with numerous extras, including Laycock overdrive, radio and heater, original cost £520, superb condition; £395.—Robbins, East Putney, Tel. 7861. (C9010)

1949 Vauxhall Velox, blue, brown hide, specimen condition, must be seen and tried to be appreciated; £395; exchange, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, London, W.11. Bay. 4274. (C4035)

1954 Vauxhall Velox, black/red, heater, perfect condition, recommended by overseas visitor-owner, mod. low mileage; £695.—H. Ledger, Cumberland Hotel, Marble Arch, W.1. Ambassador 1234 or Temple Bar 0643. (9124)

1953 (March) Vauxhall Velox saloon, one private owner, finished attractive gunmetal grey, leather upholstery, fitted heater, screenwash for lamps, reverse lights, taxed, absolutely as new throughout; £635, with written guarantee.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (C9018)

VAUXHALL Velox Cars Wanted
A LMOST new Velox required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

VAUXHALL CRESTA
1955 Vauxhall Cresta, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. (C9006/2)

1955 Vauxhall Cresta saloon, quite new, grey; exchange, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C9100)

1955 Cresta, finished good green with extras, 5,000 miles, exactly as new; £885.—Morley, 54, Streatham Hill, S.W.2. Tul. 4488. (C9016)

VAUXHALL Cresta, fitted overdrive, many extras, indistinguishable from new; £895.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. (C9006)

VAUXHALL MISCELLANEOUS
S HAW & KILBURN, Ltd., for Vauxhalls.

I T is important that the car you purchase is in excellent condition throughout.
S ELECTION of such modern Vauxhalls at

4 —6, Berkeley Sq., W.1. Grosvenor 4328. (0018/R)

HAMILTON MOTORS (LONDON), Ltd., 466/490, Edgware Rd., London, W.2. Paddington 022 (12 lines). Vauxhall main dealers.

1953 Vauxhall Wyvern, grey, red interior, spot light and heater, 20,000 miles, only £425.
1953 Vauxhall Velox, black, brown interior, heater, screen clean, condition excellent; £645.

1952 Vauxhall Velox, black, beige interior, heater and seat covers, condition excellent; £575.
1948 Vauxhall 12, black, brown interior, body and mechanical condition perfect, tyres as new; £365.

A LWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. (C2032)

VAUXHALL and other makes of used cars in good condition; let us know your requirements. Tel. Uxbridge 6432-5.—Gregory's of Uxbridge. (0039/R)

GRAHAM BROTHERS (MOTORS), Ltd., main Vauxhall dealers, 7-15, Peter St., Manchester, 2, for "quality-tested" used cars; depots at Ashton (Ashton 1817), Didbury (Didbury 3446), Manchester (Blackfriars 9887), Stretford (Traford 3511), Wilmislow (Wilmislow 4932). (0283/R)

VAUXHALL Miscellaneous Cars Wanted
R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhalls.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)

S EAW & KILBURN, Vauxhall main dealers.
W ILL purchase modern Vauxhall cars.

4 —6, Berkeley Sq. W.1. Grosvenor 4328. (0018/R)

G. N. L., Ltd. (Vauxhall Main Dealers).
H AVE you a post-war Vauxhall for sale? Contact G.N.L., Ltd., 278, Balham High Rd., S.W.17. Balham 1035. (0201/R)

P RIVATELY owned Vauxhall 10 or 12-5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

VAUXHALL cars, post-war models, urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. (0479/R)

U RGETLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Lm.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. (W2032/R)

VAUXHALL Spares and Service
E FFICIENT repairs! Gears, gear boxes, suspensions pair, D.Y. £15/10; D.X. £15; 10/12/14 £15/10; 25, £20; guaranteed; trade discount—T. & P., 10, Winchester Mews, N.W.5. Pri. 2647. (84100)

C.A.C.
CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete running Vauxhall-Bedford electrical components, dynamo, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 5276 (14 lines). (0205/R)

VAUXHALLS—Reconditioned service units available from stock for D.X., D.Y., H.L., J., J.C.V., Velox, Wyvern, PCL models; gear boxes, suspension units, steering gears, differentials, rear axle assys., water pumps, oil pumps, springs, clutch pressure plates, brakes, etc., etc., enquiries invited.

TRIANON, Aerodrome Rd., London, N.W.4. Hendon 7605/6. (0964/R)

VETERAN CARS
W ELHAMS, Surbiton Hill Rd., Surbiton, Elmbridge 1875, buy and sell pre-1915 Veterans. (C4070)

VOLKSWAGEN
C OLBORNE GARAGE, Ltd., Ripley, Surrey.

T HE Volkswagen Centre.
T HE original U.K. specialists and leading distributors in our genuine spares and specialist service, coachbuilding, cellulising; new, used and reconditioned cars available.—Tel. Ripley 2361. (0373/R)

WM
WELBECK MOTORS, Ltd., for Volkswagens:—
1954 Volkswagen de luxe saloon, beige, mileage 8,000 approx. as new (1.12cc); £645.

1954 Volkswagen de luxe saloon, mileage 9,000, as new (1.13cc); £585.
WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Bank Street Station). Welbeck 1139. (C4049)

BRADSTOCK MOTORS, Ltd., offer:—
1953 Volkswagen de luxe saloon, with sun roof, black, fitted with extras, H.M.V. radio, washers, etc., excellent condition; £365.—Chase Rd., Exton 5896/7. (C1090)

ELM AUTOSALES, the Volkswagen enthusiasts, offer:
1955 Volkswagen de luxe saloon in green, 5,000 miles only, as new; £665.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. (2067)

PERFORMANCE CARS, official Volkswagen agents, and used models in stock.—Great West, Brentford, Middlesex. Ealing 8641. (C9041)

VW de luxe sun roof saloon, green, fitted our conversion, H.M.V. radio, seat covers, spotlamp, etc., April 1954, showroom condition; £700.—Below.

VW saloon, first registered March '53, had just mechanical overhaul and respray; £350.—West Essex Engineering Co., Ltd., Abridge, Essex. Theydon Bois 2077. (9346)

1954 (July) Volkswagen de luxe saloon, colour black, genuine mileage 1,400 only, Martin Walter guaranteed car; price £695.
MARTIN WALTER, Ltd., 145-7, Sandgate Rd., Folkestone. (Tel. 8103). (9643)

1955—54-53 de luxe saloons, low mileage, in stock.
—Ralph Beard, Volkswagen Specialists, East St., Farnham, Surrey. Tel. day or night Farnham 5494. (C1062)

VOLKSWAGEN, one owner, de luxe saloon, sunshine roof, 16,000 miles, September, 1953; excellent condition, extras include radio, covers, spot lights, etc.; £570.—Box 5633. (9153)

1955 Volkswagen, strato-silver, fitted Wessex conversion costing £110, £50 extras, enthusiast's car, rated best VW in the country; write further details; £66.—Box 5703. (9152)

V & F MONACO MOTORS, the only Volkswagen specialists in London; we concentrate exclusively on the Volkswagens and handle no other makes of cars.

V & F MONACO MOTORS 1947 standard saloon, grey, leather upholstery, engine recently reconditioned, l.h.d.; £225.

V & F MONACO MOTORS 1947 standard saloon, leather upholstery, r.h.d.; £265.

V & F MONACO MOTORS 1947 standard saloon, one owner, l.h.d.; £215.

V & F MONACO MOTORS—Official Volkswagen Agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. (0842/R)

VW sports car, new, second-hand, or you can have your own converted; cruise at 80 mph while doing 35 mph; only suppliers.—West Essex Engineering Co., Ltd., Abridge. Theydon Bois 2077. (0014/R)

1954 (Oct.) Volkswagen saloon, grey, grey interior, 7,000 miles, only one owner, 1.12cc engine, as new; £550.—Broadway Motors, 67, High St., and worth Rd., Hounslow, Middx. Hou. 0175. (9355)

1947 standard saloon, l.h.d., reconditioned, re-chromed, recoloured, new covers, new tyres, roof rack, numerous tools, spares, regularly serviced; £275; view London.—Box 5706. (9267)

1954 (September) de luxe sun roof saloon, 10,600 miles, strato silver, underscaled, windscreen and many other extras, one fastidious owner, maintenance records available. Literally as new; £645; terms, exchange.—Lockhart's Service Depot, Volkswagen Dealers, Chiltern Rd., Dunstable. Tel. 114. (9375)

Volkswagen Cars Wanted
VOLKSWAGENS urgently required.

C. L. & H. L. BLUNDELL, Ltd., Christ Church Rd., Folkestone. Tel. 2726. (W1106)

PRIVATELY owned Volkswagens.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

T HE Volkswagen Centre require good Volkswagen cars, all years and models.

C OLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. (0860/R)

RICHARDS & CARR, Ltd., buy Volkswagens.—5, Kinnerton St., S.W.1. Sloane 5424. (W3045)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

Volkswagen Cars Wanted
BRADSTOCK MOTORS, Ltd., Volkswagen agents, require good used Volkswagens urgently—Chase Rd., Ipswich S86-7-9. (W1090)
V & F MONACO MOTORS—The Volkswagen buyers, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). From 4414. (0300/R)

Volkswagen Spares and Service
COLBORNE GARAGE, Ltd., Ripley, Surrey. Genuine Volkswagen spares; 24-hour postal service; technical service available—Tel. Ripley 2561. (0935/R)
PRIDE & CLARKE, Ltd., "By Return" Volkswagen spares service—Stockwell Rd., S.W.9. (03068/R)

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2561) and Dorset House (Weibek 7960) branches have factory trained mechanics and offer you full service with repairs and parts facilities. (0655/R)
V & F MONACO MOTORS—Volkswagen spares, service, repairs, reconditioned engines; insurance repairs, conversions to R.H.D.; all Volkswagen accessories stocked.
V & F specialists—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). From 4414. (0253/R)

REPAIRS (Supervision Mr. Tarrant, Diploma, V.W. Works); seat covers £5; Speed Twin carburettor conversion giving astonishing acceleration, greater maximum speed, £48; cars bought, sold—Tarrant & Fraser, 10, Winchester Mews, N.W.5. Pri. 2647. (84100)

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributor. 9000 miles—14,000 Wolseley 4/44, metallic green; another, 14,000. 1953 Wolseley 6/80 saloon, metallized grey, in excellent condition.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. Mayfair 5951, 599, London Rd., Croydon, Thornton Heath 4283, or 12, Chelsea Manor St., S.W.3, Flaxman 8181. (C1046)

CAR MART, Ltd. 1952 Wolseley 6/80 saloon, heater, grey with brown upholstery; £525.
CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. (C1039)

NEWHAMS, Ltd. 1953 Wolseley 6/80 saloon, one owner, exceptional condition; £625.
NEWHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (C3024)

BOON & PORTER, Ltd. 1952 (Sept.) 6/80 saloon, grey, one owner, heater, carefully serviced, 25,600 miles, excellent, guaranteed; £440.
CASTELNAU, S.W.13 (Hammersmith Bridge). Riv. 4444. (C1022)

B. J. HUNTER, Ltd., offer:— 1953 Wolseley 4/44 saloon, most superior condition; £725.
B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

H. BEART & Co., Ltd., offer:— 1951 (December) Wolseley 4/50 saloon, grey, brown upholstery, one owner, nominal mileage; £545—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. (C1081)

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:— 1946 Wolseley 4/44, £545; 1953 Wolseley 18, £145. 1948—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1942 series Wolseley 18, just had engine overhaul; running like new; £275; A.Z. Motors, 10, Palmerston Rd., N.W.6. Mal. 4723. (C1011)

L. NE. FRANK & WAGSTAFF, Ltd., Tottenham 1954 Lanes, Crouch End, N.8. Mountview 4401, offer:— (Feb.) Wolseley 6/80 saloon, black, one owner, radio; £700. (C2058)

WOLSELEY
CHIPSTEAD MOTORS, Ltd., offer:— £365—Sept. 1946, Wolseley 14hp, immaculate, in black, heater, rebored, etc., specimen car. CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1046)

1955 (May) Wolseley 4/44 saloon, grey, heater and screen washers, 2,500 miles; £800.—Daw. Wargrave 114. (1841)

BEARDS OF KINGSTON—Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. (0083/R)

1953 (September) Wolseley 4/44 saloon, grey, low mileage, one owner; £665.—Vanderhelst 215, Haverstock Hill, N.W.3. Primrose 4441. (C4067)

1938-9 Wolseley 12 saloon, in really excellent condition; £345; terms, exchanges.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. (1942)

1951 Wolseley 6/80 saloon, black/brown, exceptionally nice condition, good tyres, bargain; £495.—Dorkins Motor Co., Ltd., Dorkins 2256. (C1089)

1954 Wolseley 4/44, regd. July, 4,000 miles, radio, heater, every extra as new; £775.—A. Owen (Hendon), Ltd. Tel. Col. 3185. (1951)

G & M ALFREDS (1936), Ltd.—1953 Wolseley 6/80 saloon, heater, one owner, small mileage; £555.—6-7, Warren St., W.1. Euston 4259. (C1005)

£745—1954 Wolseley 4/44 saloon, one owner, immaculate.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. (C2055)

6/80 1952 cream saloon, one owner, only 17,000 miles, company maintained, definitely faultless and much better than many 1953s, private sale; £550 cash.—Wim. 1420 evenings. (1816)

1939 Wolseley 12 de luxe saloon, '47 features, recon. engine recently fitted; £225; exchanges, terms.—Palmer's, 5, Russell Gardens Mews, Kensington, W.14, Park 9704 and 5963. (C3034)

1955 series Wolseley 4/44 saloon, black, brown interior, first registered Nov. 16, 1954, heater, fog lamp, taxed Dec. one private owner, mileage 15,000, showroom condition; £745. (W4019/R)

MEKINNON MOTORS, Ltd., "Langham House", 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. (C3020)

1955 Wolseley 4/44 saloon, 5,000 miles; £795. British Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3586. (C1027)

1946 (Nov.) Wolseley 4-door de luxe saloon, engine overhauled at our own works, bodywork unmarred, sun roof, black, brown leather interior; £395.—Hillwood Motors, Mill Hill (London) 4232. (19179)

1954 (delivery Nov. 1953) Wolseley 6/80 saloon, grey heater, radio, loose covers, taxed year, mileage 14,000 only, spare unused; £605.—R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead. Tel. Maldenhead 3431-2. (C3011)

Wolseley Cars Wanted

R. S. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WOLSELEY 12/48, in excellent condition throughout.—79, B'xton Lane, Caterham, Tel. 2692. (W4019/R)

PRIVATELY owned Wolseley.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

ALMOST new Wolseley required immediately.—54, Streatham Hill S.W.2. Tulse Hill 2676. (W3016)

WOLSELEY 6/80 saloon, required, colour preferred.—"Greenway", 81, Alresford Rd., Winchester. (W1010)

JACK ROSE, Ltd., require immediately 4/44 Wolseley cars.—Stafford Rd., Wallington, Surrey. Tel. 2692. (W5056)

XXX Excellent cash prices for good Wolseley cars.—R. F. Edwards 28-34, Upper High St., Epsom, Surrey. Epsom 4404. (W2001)

Wolseley Spares and Service

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3. (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. (0277/R)

Wolseley Spares and Service

W. JACOBS & SON, specialize in spares and repairs of all models of Wolseley cars. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7753-4. (0485)

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. (0707/R)

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. (0517/R)

MISCELLANEOUS CARS

RAYMOND WAY, the hire purchase specialists, 800 cars available mostly under £400; 6 months' written guarantee on post-war cars, 4 months on pre-war cars. WE can quote the most competitive prices obtainable because of our huge turnover. Every vehicle is plainly marked with price and year. Unequalled hire purchase terms from one-third deposit, balance 24 months. We are exchange specialists and we willingly take your car, 3-wheeler, motor cycle or van. Hire purchase payments insured against unemployment or illness if required. Open to 8 p.m. six days a week.—Raymond Way, Kilburn, N.W.4. Malda Vale 6324. (0329/R)

HARVEY HUDSON, Ltd., offer:— 1953 Vauxhall Velox, blue, heater, one owner, outstanding condition; £635.

1954 Vauxhall Wyvern, blue, radio, heater, one owner, outstanding condition; £635.

1954 Morris Cowley saloon, black, heater, loose covers, 5,000 miles, immaculate condition; £675.

1954 Austin A40 Somerset saloon, black with red upholstery, heater, one owner; £595.

HIGH RD., Sth. Woodford, E.18. Wanstead 0064. (C2039)

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 34 years. (C3010/R)

MAKIN & HARRISON of Chiswick.—Good selection of popular cars; exchange your present car, motor cycle or combination, h.p. terms to suit your pocket!—Write, phone or call and suggest your own requirements, 492-6, High Rd., W.4. Chiswick 0521. Open week-days until 7 p.m. (C5071)

Miscellaneous Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. (0284/R)

If you wish to sell your car for cash write, 'phone or call. GEORGE NEWMAN & Co., 569, Euston Rd., London, N.W.1. Euston 4466. (W2025/R)

GOOD used cars wanted, any make or h.p., immediate cash.—Traynor Motors of East Ham Grange Road 2530. (W4152)

MAKIN & HARRISON of Chiswick—London's top price buyers of good popular cars; H.P. a/c's settled; exchanges—492-6, High Rd., W.4. Chiswick 0521. Open week-days until 7 p.m. (Thursday 1 p.m.). (W2071)

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AMBULANCES new and used, large selection; from £100 to £500.—Lawton-Goodman, 155, Crickwood Broadway, N.W.2. Gladstone 2226. (M2023)

MOBILE CANTEENS, KITCHENS, ETC. MOBILE shops, canteens, kiosks, vehicles and trailers, new and used large selection.—Lawton-Goodman, 155, Crickwood Broadway, N.W.2. Gladstone 2226. (M2023)

MOTOR ROLLS

1927 (Nov.) 40/50 Rolls-Royce hearse by Dotteridge in exceptional condition; £195. GEORGE NEWMAN & Co., 569, Euston Rd., London, N.W.1. Eus. 4466. (C3025)

HEARSE, HEARSE, HEARSE.—Alpe & Saunders (Coachbuilders), Ltd., Station Approach, Kea Gdns., Richmond 1161. (0277/R)

W. able. build hearse on any chassis; brochures avail. (M1102)

This section closes for press at 12 noon on Fridays

COMMERCIAL VEHICLES

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer. 1952 Morris J-type 10cwt van, in immaculate condition, tyres almost new, including spare, one owner, taxed, unwritten, just painted dark blue; £295.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5264. (C3090)

H. BEART & Co., Ltd., offer:— 1954 Morris Commercial 10cwt J type van, one owner, very good order; £265, also 1950 J type van, one owner; £235.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. (C1061)

1951 (reg.) Standard 12 utility truck; £65. 1948 Austin 25cwt 3-way loader; £195.—Montrose Motors (N. H. Roswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3098)

1954 A40 van, green, unwritten; £465.—Below. 1953 Ford 5cwt van, one owner, as new; £285; exchanges, terms.—Palmer's, 5, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5963. (C3034)

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey Mountview 5228/5774. (C4054)

1955 Austin A40 Pick-up negligible mileage.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgrave 3721. (C3076)

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:— 1949 Austin A40 Countryman type, £365—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

CHIPSTEAD MOTORS, Ltd.—See "Rolls-Royce" column. 1955 Ford Thames 5cwt van, finished duo-tone, many extras; £445.—Below.

1954 Ford Thames 10cwt van, 17,000 miles, one owner; £345.—A. Owen (Hendon), Ltd. Tel. Col. 3185. (1950)

BUNTINGS MOTOR EXCHANGE for light commercials, all makes; Bradford specialists; list on request.—Bonnersfield Lane, Harrow. Tel. 6225-5. (0284/R)

£365—1953 model Austin A40 pick-up, unmarked, low mileage, one owner, as new.—Haverstock Garage, 50, Haverstock Hill, N.W.3. Gulliver 2422. (1949)

1949 (October) Austin 25cwt 3-way van, plain; £265; 1950 "M" Ford 10cwt gow van; £225; exchanges, terms.—Palmer's, 5, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5963. (C3034)

£395—1953 Morris 25/30cwt van, 22,000 miles, exceptional condition.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. (C2075)

NEW Thames 10cwt vans.—Arthur E. Gould, Ltd. 200-2, Regent St., W.1. Langham 1594-5. (0102/R)

G & M ALFREDS (1936), Ltd.—1953 Ford 5cwt gow van, 1951 Ford 10cwt gow van, 5-rail; 1953 Austin A40 gow van, 5-rail, superb; £345. Warren St., W.1. Euston 3268. (C1006)

8hp Ford and Morris vans with windows, make splendid shoring brakes, 1947/1953; from £175, terms, exchanges.—Lawton-Goodman, 155, Crickwood Broadway, N.W.2. Gladstone 2226. (C2023)

1955 Ford Thames 5cwt van, quite new, also 1954 Morris Minor 4 ton van, 9,000 miles, exchanges, etc.—Autovox, Ltd., Southgate St., Finchley, Tel. 4965. (C1010)

ROY'S AUTOMOBILES, Ltd. offer the following plain vans and pick-ups: 1954 Ford 10, £315; 1955 Ford 8, £245; 1951 A40, £250; 1951 Ford 8, £145; 1949 Ford 10, £185; 1949 Morris 10, £185; 1947 Austin 10, £150; 1946 Ford 10, £135; 1947 Commer 10, £145; 1947 Ford 8, £105; 1952 A40 Pick-up, with tilt, £345; 1953 A40 pick-up; £250; many others from £100.—Tel. or call, 127, Parkway, N.W.1. (nearest Tube Camden Town Station), Euston 2700 and 5894, Easiest terms. Trade enquiries welcomed. (C3059)

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ROY'S always good buyers of vans and utilities.—127, Parkway, N.W.1. (nearest Tube Camden Town Station), Euston 2700 and 5894. (W3059)

NEW & USED CARAVANS, TRAILERS, ETC.

NEW CARAVANS

LONDON CARAVAN Co., Ltd. one of the world's largest and oldest established distributors and agents for the leading makers National Caravan Council approved caravans: R.A.C. approved sites at Elstree and Birkington-on-Sea.—If you cannot call, please write or phone for full information now to our head office at Barnet By-Pass, Elstree (1165 and 1364), or Court Mount, Canterbury Rd., Birkington-on-Sea, Thaxet 41697. (0584/R)

BURLINGHAM new 14ft 4-berth, choice of layout, hand made; £595; modern hire fleet available. **BURLINGHAM CARAVANS**, Garstang, Lancs. (0527/R)

SIDDALL, the top quality "thoroughbred" at a realistic price.—Siddall Caravans, Ltd., Old Bath Rd., Cheltenham. Tel. Cheltenham 4613. (0872/R)

THE HINDHEAD CARAVAN COMPANY, Hindhead, Surrey, specialize in touring models to meet all requirements, large selection can be seen at our site adjacent to the Devil's Punchbowl beauty spot, caravan or car taken in part exchange, genuinely effective after-sales service backed by our well equipped workshops; winter storage; open 9 a.m. to dusk seven days a week.—Call write (Dept. B), or phone Hindhead 1001. (07912)

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ST. ALBANS CARAVAN CENTRE, Ltd., Park St., near St. Albans, Tel. Park Street 2291-2 (on 45).—Agents for Berkeley, Paladin Travelmaster, Alperton, and any known make; also good selection of reconditioned caravans always in stock; call, write or phone. (0545/R)

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WINDSOME Wizard 4-berth caravan, luxury fittings, unused, cost £800; accept £375.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2, Gladstone 2226. (M2020)

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WESTERN CARAVAN SERVICES, Ltd.
SPECIALISTS in high-class caravans for long periods; keen rates quoted; immediate delivery all areas United Kingdom; distance no objection. (0109/R)

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MODERN touring caravan, 30, 2 to 5 berths, lowest rates.—Vanmaster, 30, Ongar Rd., Great Dunmow, Tel. 7. (4637)

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AUTHORISED Distributors for A.C. Ace, Aceca and 2-litre saloons; immediate or costly deliveries.
SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Bournemouth E., Bournemouth. (Tel. South-borne 43344). (N4023)

RAYMOND WAY, the hire purchase specialists.
RAYMOND WAY for your new A.C. Petite; immediate delivery on payment of £5 deposit; choice of colours; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6, Malda Vale 0044. Open to 8 p.m. 6 days a week. (0776/R)

A.C. Ace, Aceca and 2-litre saloons; immediate or early delivery; demonstrations anywhere. **RUDDS OF WORTHING**, distributors, adjacent Central Station, Worthing. 7773-4. (0440/R)

JOHNSON & BROWN, distributors for A.C. Ace, Aceca and 2-litre saloons; early delivery.—268/270, High St., Bromley, Ravensbourne 8841-2. (N2073)

PRIDE & CLARKE, Ltd.—A.C. Distributors; all models for inspection and demonstration, exchanges welcomed; one-third deposit secures delivery, balance over 2 years.—Stockwell Rd., S.W.9 (Brixton 6251) and 237, Brixton Hill S.W.2. Tel. 3664. (N3058/R)

ALFA-ROMEO
S. MORRIS & Co., sole London distributors, 40, Conduit St., W.1. Regent 6424, 6 lines. (0194/R)

THOMSON & TAYLOR (BROOKLANDS), Ltd., sole concessionaires United Kingdom.—Fortmouth Rd., Cobham 2848-9. (0826/R)

ALLARD
ALLARD MOTORS, Ltd.—Main distributors for all models, Spares and Service.—Acre Lane, Brixton, S.W.2. Brixton 6451. (0442/R)

ALVIS
CHARLES POLLETT, Ltd.—Alvis repair specialists.
OFFICIAL Alvis spare parts stockists.
TRADE supplied. (N4001)

SERVICE—Barnsdale Yard, off Elgin Ave., W.9, Tel. Cunningham 5936-7-8. (0807/R)

MANCHESTER—Alvis main agents, sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Mc. 19, Rus. 2974/5. (0325/R)

GALT OF GLASGOW, Scottish distributors, can offer one Alvis T.C. 21/100 saloon, subject to being unsold; reserve your new Alvis now; contact us at once. **JAMES H. GALT, Ltd.**, 53, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. (0731/R)

H.A. FOX & Co., Ltd., appointed official retailers for Alvis cars, will be pleased to receive enquiries and orders for all models.—5-5, Burlington Gdns, Old Bond St., London, W.1. Regent 8822. (0137)

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GUY SALMON AUTOMOBILES.
SEE and try the new 1955 Armstrong Siddeley S Sapphire range together with the magnificent new 7-passenger limousine, at Portsmouth Rd., Thames Ditton, Surrey. Embrook 8561-3-5. (N1049)

CLARKE'S OF PIRBRIGHT for the Sapphire; 24-hour service, Guildford and Woking district.—Pirbright, Surrey, Brookwood 2301-3. (N1049)

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MIDDLESEX MOTORS (HARROW), Ltd., Armstrong Siddeley Stockists.—Immediate delivery of Sapphire; part exchange.—Station Rd., Harrow 0203. (0203/R)

PARR AND JOYCE, Ltd., England's largest distributors for the new super Armstrong Siddeley Sapphire.—184-188, Gt. Portland St., London, W.1. Museum 1001. (0711/R)

WALTER SCOTT, Ltd.—New Sapphire from stock; part exchange or H.P.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. (N4006)

CHEAM MOTOR & ENGINEERING Co., Ltd., Area Dealers for Armstrong Siddeley.—Demonstrations, spares and service.—Ewell Rd., Cheam, Surrey. Tel. East 0125. (0157/R)

ARMSTRONG SIDDELEY
LYTELTON GARAGE, Ltd.—1955 new Sapphires from stock; part exchanges, h.p. terms, after-sales service, repairs.—Hamstead Garden Suburb, Epsom 3500 and 3550. (0192/R)

W. T. RICHARDS (BEXLEYHEATH), Ltd., Armstrong Siddeley area dealers, immediate delivery of Sapphire; part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1666. (0489/R)

CENTRAL GARAGE (CROYDON), Ltd., main agents for Armstrong Siddeley cars for Croydon, Purley and Caterham; Sapphire available for demonstration.—Fell Rd., Croydon, Tel. Croydon 7460. (N109/R)

WILSONS, "The Enthusiastic Owner-Agents," immediate delivery all models. See our 1955 "Sapphire" show and have a demonstration run at any time (including Sundays) at 1-3, Dorking Rd., Epsom, Surrey. Epsom 3501, or 54, Acre Lane, S.W.2, Brixton 4011. Quick delivery and "Service that Exceeds." (N4089/R)

ASTON MARTIN
BERKELEY MOTORS, Ltd.
AN error occurred in our displayed advertisement on July 29th, in which our distributive area was wrongly designated. We would like all our customers and potential customers to know that we are Aston Martin distributors for Gloucestershire; North Wiltshire; Somerset; Devonshire; Cornwall; Glamorgan; Monmouthshire; Herefordshire; and Shropshire.

BERKELEY MOTORS, Ltd., Berkeley Ave., Bristol B. Tel. Bristol 22514. (9220)

FRIARY MOTORS, Ltd., main dealers.
IMMEDIATE delivery DB2-4 saloon, green/belge.—Old Windsor, Windsor 2002-3. (0761/R)

ORGANS OF OXFORD, three counties distributors.—E. H. Organ & Sons, Ltd., Banbury Rd., Oxford. Tel. 59613-4. (0105/R)

ASTON
L. F. DOVE, Ltd., main dealers and distributors, Croydon & District, 115, Addiscombe Rd., Croydon. Tel. Addiscombe 5066. (N1077/R)

THE CAR MART, Ltd., Austin London Distributors, invite you to inspect the full range of Austin cars that are always available at their showrooms and depots in the London area.—297, Euston Rd., N.W.1, Euston 1212. (0851/R)

GATEHOUSE offer:
EARLY delivery of Austins, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (N2021)

SHAW MOTORS, Ltd.
PLACE your order now for earliest delivery of all models, part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 658-670, Garrat Lane, S.W.17, Wim. 3031-2-3. (N4006)

ROWLAND SMITH'S for Austin.
PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. (N4018)

KDM & CHERINGTON, Ltd., 9, Albemarle St., London, W.1. Gro. 5551. (N2054/R)

IMMEDIATE delivery Austin A30 2-door saloon.—Vidler, 43, Crawford St., W.1. Pad. 4915. (8850)

HERBERT & MILLS, Ltd., Austin A30 early delivery. 75, Gt. Portland St., W.1. Langham 3506-7. (N2056/R)

AUSTIN direct agents, immediate and near delivery; exchanges, deferred terms.—376, Kensington High St., W.14. Western 2312. (N4019)

AUSTIN A30 Countryman for early delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. (N4009)

W. T. RICHARDS (BEXLEYHEATH), Ltd., Austin retail dealers, part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1666. (0247/R)

SPRINGFIELD GARAGES, Ltd., direct agents, sales and service, Winchmore Hill Rd., Southgate, N.14. Pal. 5976-7, evenings Pal. 8974. (0272/R)

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GOOD class caravans for hire, attractive site, Crombie Point, Exmouth, April-September.
LSO mobile fleet, lightweight 4 berths, proprietary makes; save the long tow to Devon.
MARTIN CARAVAN Co., Ltd., Countess Weir, Exeter. (05909)

HIGH-CLASS mobile caravan hire fleet, latest models, specialised services.—Pendower Caravans, Westfield Rd., Bishop's Stortford, Tel. 301. (0978/R)

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CAR makers approve Witter towing brackets.—Witter, 134, Foregate St., Chester, 4. (0570/R)

TOWING brackets, over 100 designs from stock.—B. Dixon-Bate, Ltd., Chester, Tel. 24034. (0376/R)

CARAVAN EQUIPMENT
HOLDER GRAISELEY caravan chassis, axles, ball couplings, jockey wheels, etc., sound design and superior workmanship.—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton. (0441/R)

WORTH caravan and trailer, chassis, undergears, couplings, jacks, jockey wheels and all component parts; write for lists.—Jerry Wadsworth & Son, Ltd., Rippidon, Yorkshires. (0085/R)

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A REALLY fine trailer to cope with about 10cwt; reasonable offer.—Westbourne 61276. (C4023)

AUSTIN
AUSTIN A30, grey, available from stock.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (N4019/1)

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for favourable delivery all Austin models, including light commercials.—34, Acre Lane, London, S.W.2, Brixton 4011. (N4005/R)

IMMEDIATE delivery new Austin Princess limousine.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (Adj.: Leicester Square Tube Station). Temple Bar 3588. (N1017)

"BRITAIN and back"—Austins without purchase mailed reply to enquiries.—Export Department, Steele Griffiths, Ltd., immediate delivery to London Airport, England. (0467)

PRINCESS saloon, A30, A50, A40, A30 and all commercial models.—Prynn & Stevens, Ltd., the South London Austin Depot, 57, Acre Lane, S.W.2. Repairs and service to Austin exclusively. Brixton 1155; Streatham 7362. (0889/R)

LANKESTER ENGINEERING Co., Ltd., 39-43, Eden St., Kingston-on-Thames.—The Austin main agents; we have most models on view; demonstration cars available; exchanges and deferred terms.—Kingston 3151 (8 lines). (0263/R)

You couldn't do better than secure early delivery of the most popular Austin models, A30 2-door and 4-door saloons; A40 and A50 Cambridge, A90 Westminster saloons; ask for your copy of the Austin Jubilee Brochure; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, W.2, London, N.W.2, Gladstone 2237. Open week-days 9 a.m. to 6 p.m. (N2008)

MEERES & MEERES, Ltd. (Est. 1893). The Direct Austin Specialists for past 30 years, offer early delivery of most models, including commercial vehicles; part exchange and extended payments, always in stock a number of used Austin cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7, Tel. Mill. 2040.

AUSTIN-HEALEY
BURGE & INGLIS, Ltd.
AUSTIN-HEALEY, red; terms, part exchanges, cars or motor cycles.—Dudden Hill Lane, N.W.10, Willesden 4869. (N4017)

HALLS (FINCHLEY), Ltd.
YOUR inspection invited of the new Austin-Healey 100; hard top and sliding windows available if required; part exchanges, hire purchase.—Odon Parade, North Finchley, N.12, Hil. 1044. (5634)

CHARLES RICKARDS, Ltd., offer:—
NEW Austin-Healey sports for immediate delivery, finished in blue.
56, Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch), Pad. 3440. (C3050)

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. (N3041)

NEW Austin-Healey 100 2-seater, colour red, immediate delivery from stock.
MARTIN WALTER, Ltd., St. George's Place, Canterbury. (Tel. 4282.). (N245)

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham, Essex, Crouch End, N.3, Mountview 4401, offer:—
AUSTIN-HEALEY 100, finished blue, immediate delivery, list price. (N2056)

BROMLEY—For your new Austin-Healey.—Johnson & Brown, 268, 270, High St., Bromley, Ravensbourne 6841-2. (N2073)

HAVE you tried this amazing sports car? If not we shall be pleased to arrange a run for you on our demonstration model, choice of colours from stock.
A. SAUNDERS, Ltd., Austin Distributors, 384-42, High Rd., North Finchley, N.12, Tel. Hillside 5272.

NEW Austin-Healey 100, red, black upholstery, immediate delivery.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 72070. (0280/R)

AUSTIN-HEALEY, the production sports car on which extras are standard equipment; buy your Austin-Healey from Donald Healey Motor Co., Ltd., the Austin-Healey specialist; also distributors for Le Mans tuning kits in the United Kingdom.

SERVICE: Donald Healey Motor Co., Ltd., Warwick. London showroom: North Audley House, 42, North Audley St., W.1. (0069/R)

NEW CARS FOR SALE

HILLMAN

ALPHA MOTORS (CHARLTON), Ltd., for early delivery and complete after-sale service of all Hillman models.—Woolwich Rd., Charlton, S.E.7. Greenwharf 1958. (1960/R)

THE NEWTON SERVICE GARAGE for early delivery of all Rootes Group models, demonstrations available.—Newton's Corner, Forty Lane, Wembley Park. Opposite Wembley Town Hall. Arnold 5252 (4 lines). (1970/R)

HILLMAN Minx saloons, coupes, estate cars, early delivery, exchanges and terms; cars prepared for clients returning to England.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. (N3011)

HUDSON

NORTH London and Hertfordshire distributors, Odeon Motor Ltd., Barnet 1144. (N3026)

SPINKS (TWICKENHAM), Ltd., the Hudson distributors, are now booking orders for early delivery of the new Hudson Rambler and other models. (N2053)

H (Twickenham), Ltd., 83-101, Heath Rd., Twickenham, Middlesex. Tel. Pop. 1035-6-7-3. (0478/R)

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 15, district of Lancashire and part Cheshire, sales, spares. Tel. Ard. 4361-7. (0839/R)

HUMBER

GLANFIELD LAWRENCE, offer:—

IMMEDIATE delivery new Humber Super Snipe, black, red leather.—407, High Rd., N.12. Finchley 0091. (N2053)

BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0532. (0412)

HUMBER Super Snipe finished in burgundy.—Brew Brothers, Ltd., 153, Old Erompton Rd., S.W.7. Fremantle 3353. (N1083)

HUMBER Hawk—Trv Motorists (London), Ltd., 4 Great North Rd., East Finchley Station, N.12. Tudor 2301-2. (N3012)

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; early delivery.—Lewisham Bridge, S.E.13. Lee Green 6595. (0720/R)

NEW Humber Super Snipe, grey, red upholstery, unregistered, list price, immediate delivery.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee Green 6595. (1907)

PLACE your order now with H. S. Mead (Sales), Ltd., for the new Humber Hawk and Super Snipe for early delivery.—42, Queen St., Maidenhead. Tel. 5431-2. (N3011)

SMITH AUTO Co., Ltd., Main Dealers for Rootes Group, offer early delivery of Super Snipe and Hawk saloon.—145, London Rd., Croydon, Croydon 2115 (3 lines). (0867/R)

BEPFORDSHIRE—Immediate delivery new Humber Super Snipe saloon in grey with red leather upholstery.—E. J. Lee (Leighton Buzzard), Ltd., Tel. 3172. (N1055)

THE NEWTON SERVICE GARAGE for early delivery of all Rootes Group models, demonstrations available.—Newton's Corner, Forty Lane, Wembley Park. Opposite Wembley Town Hall. Arnold 5252 (4 lines). (1970/R)

GORDON CARS (LONDON), Ltd., the specialist Humber dealers; place your order with confidence for reasonable delivery of both Hawk and Super Snipe models now available in stock. Super Snipe in Alpaca mist with red upholstery. (N2054/R)

GORDON CARS (LONDON), Ltd., 26, North End Rd., Chiswick Green (opp. Tube Station), N.W.11. Speedwell 2564 or 4701. (0973/R)

JAGUAR

HENLYS, Ltd.,

ENGLAND'S largest Jaguar distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297)

HENLYS House, 385, Euston Rd., N.W.1. (Euston 4444)

MANCHESTER, 1-5, Peter St. (Blackfriars 7843). (0153/R)

HALLS (FINCHLEY), Ltd.,

AREA dealers for Jaguar; the new Mark VII type M and XK140 available for inspection; demonstrations arranged; part exchange, h.p. terms.—Odeon Parade, North Finchley, N.12. Nil. 1044. (1963/R)

ROWLAND SMITH'S for Jaguar.

IMMEDIATE delivery new Mark VII M saloon, overdrive.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), S.W.3. Hampstead 6041. (N4018)

ROSE & YOUNG, Ltd., Jaguar agents.

LET us supply your new model.—Sales and Service, 65-69, St. John's Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. (N3057)

COOMBS & BONS (Guildford), Ltd., for Jaguar sales and service.

MAIN agent for South West Surrey.—St. Catherine's Garage, Guildford 62907/9. (1044/R)

KJ MOTORS, Ltd., N.W. Kent's leading Jaguar area dealers.—Bromley, Rav. 3456. (0286/R)

KDM & CHERRINGTON, Ltd., 9, Albemarle St. W.1. Oro. 3551. (N2054/R)

NEW Mark VII, black, brown trim, overdrive, immediate delivery.—H. Goodall & Son, Evesham. Tel. 2614. (1970/R)

HOFFMANS OF LEICESTER, Ltd., officially appointed Jaguar retail dealers, London Rd., Leicester. (N3067)

JAGUAR Mark VII Type M, for early delivery.—J. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. (N4009)

NEW Mark VII M, dove grey, overdrive, also all models for early delivery.—Sidney Marcus, Ltd., 33 Sloane St., S.W.1. Tel. Belgrave 3721. (N3006)

NEW Jaguars, good deliveries most models in stock, main dealers.—The County Garage (M. & N.), Ltd., Lancaster Rd., Morecambe. Tel. 307. (0069/R)

JAGUAR

NEW XK140 fixed head coupe, finished suede green with upholstery to match, standard engine and chassis; list price; immediate delivery, below.

NEW XK140 fixed head coupe, finished pastel green with suede green upholstery, fixed C type engine, radio, overdrive, Michelin X tyres; list price; immediate delivery.—Ashmore, Ltd., Roebuck Lane, West Bromwich. Tel. 0766. (8199)

FULLER'S OF COOMBE, Jaguar agents, sales, service and demonstrations; part exchanges, hire purchase.—Beverly Way, Kingston By-Pass, S.W.20. Malden 5666-7. (0483/R)

W. I. RICHARDS (BEXLEYHEATH), Ltd., Jaguar area dealers; early delivery Mark VII saloons, part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1669. (10914/R)

1955 New Jaguar XK140 with overdrive, fixed head coupe, finished black with red hide upholstery.—Toby Motors Regent Rd., Great Yarmouth. Tel. 3275/4. (8849)

R. F. POWELL MOTORS, Ltd., East London area dealers.—Mark VII M model available for immediate demonstration and inspection.—321, Romford Rd., Forest Gate, E.7. Maryland 4618. (0439)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2, offer immediate delivery XK140 drop head four-seater coupe, British racing green; maximum h.p. terms available 1/3 down, balance over 2 years. (N1001)

NEW Jaguar Mark VII M, Pacific blue, blue upholstery, overdrive; also new Jaguar Mark VII M, black with red upholstery and overdrive; list price.—Joseph Tomlinson & Sons, Ltd., Jaguar Agents, 43-67, Ecclesall Rd., Sheffield. Tel. 20105. (3021)

JEEP

SOLE concessionaires for Willys Jeeps to Great Britain.—Sales, spares.—Steele Griffiths, Ltd., London, S.E.5. (0853/R)

JOWETT

JOWETT.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. (N2039/R)

KAISER

SOLE Kaiser concessionaires for Great Britain.—Sales, spares.—Steele Griffiths, Ltd., London, S.E.5. (0509/R)

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JOHN S. TRUSCOTT, Ltd. for Lancia.

THE oldest specialists.

RETAILERS throughout U.K. Wholesale Berks and Bucks.

THE new prices:—

LANCIA Gran Turismo saloon and Spyder sports 2-seater: £2,997 inclusive.

PERFORMANCE in 2½-litre class unequalled. Superb coachwork by Pinin Farina.

LANCIA Aurelia Series II saloon; £2,196 inclusive.

THE world's finest suspension, road-holding, steering.

IMMEDIATE or early delivery.

FULL details on request.

JOHN S. TRUSCOTT, Ltd., for Lancia, 173, Westbourne Grove, W.11. Bay. 4274. (N4035)

KDM & CHERRINGTON, Ltd.,

SOLE distributors for London, W.1. area retailers throughout U.K.

9 Albemarle St. W.1. Oro. 3551. (N2054/R)

LANCIA.—For catalogues and details apply Lancia Ltd. (England and Wales), Alpertown, W. Wembley, Middx. Tel. Perivale 5656. (0289/R)

JOE THOMPSON (MOTORS), Ltd., officially appointed J. retailers for the United Kingdom and distributors for Surrey, Middlesex and London.—91-95, Fulham Rd., S.W.5. Kensington 4858. (N4028)

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LOCKHART'S SERVICE DEPOT, distributors for Bedfordshire, offer immediate delivery of the 123mp, 56hp Messerschmitt 2-seater cabin car; choice of colours, demonstrators available.—Children Rd., Dunstable 114. (0498/R)

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JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz.

THE world's oldest automobile manufacturers.

BRITISH Grand Prix 1, 2, 3, 4; no more convincing proof of superiority of design, performance and reliability has yet been shown, even by Mercedes-Benz.

YOU, too, can be the winner, since all this experience is reflected in every production car.

SEE, drive and judge our demonstration cars for IMMEDIATE or early delivery; total price from £1,694.

7 models, each at the very top of its class.

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LONDON.

TAYLOR & CRAWLEY, trade distributors (London postal area) and official retailers for Mercedes-Benz all models available; exchanges and terms.—42a South Audley St. (entrance Adams Row), Mayfair, W.1. (Grosvenor 6881). (N4036)

ALWAYS consult

GEE CARS, Ltd., official distributors for Mercedes-Benz; demonstrators available; early delivery of all models, terms and exchanges.—showrooms.—169, Fulham Rd., Chelsea, S.W.3. Knightsbridge 4733. Service Depot: 60/62, Queenstown Rd., S.W.8. Macaulay 3563/4. (0923/R)

WORKING MOTORS.

DISTRIBUTORS for Surrey and Sussex; all models available; exchanges and terms.—Maybury Hill Garage, Woking 4277-8. (N4057)

MERCEDES-BENZ

WELWYN SERVICE DEPOT Ltd.,

HERTS, Bucks and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178. (10611/R)

SWANMORE GARAGE, Ltd., Bournemouth.

OFFICIAL Distributors (trade and retail) Mercedes-Benz; earliest deliveries all models.

SWANMORE GARAGE, Ltd., 1178-1180, Christchurch Rd., Bournemouth. (Tel. South-bourne 4344). (N4024)

BURNS STUART GARAGE, Ayr 3338, main agents for Ayrshire.—Early delivery all models. (0481/R)

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester 15, distributors for Lancashire and Cheshire, sales, spares, service. Tel. Ardwick 4361-7. (0365/R)

DAVIES MOTORS, Ltd., official distributors.—Current demonstration car available; early delivery of all models; full service and spares facilities.—275, London Rd., Staines. Tel. 4211-5. (N1080)

MIDLAND Counties distributors; demonstrations of all models.—Carol's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 1285/2700. (10176/R)

1955 New Mercedes-Benz 220A saloon, finished grey with brown hide upholstery.—Toby Motors, Regent Rd., Great Yarmouth. Tel. 3275/4. (8849)

NEW Mercedes-Benz 180 saloon, grey, maroon interior, immediate delivery, also new Mercedes-Benz 220A, finished black, maroon interior.—Robbins, East Putney, Tel. 7881. (N4100)

NORFOLK, Cambridgeshire and Suffolk distributors for Mercedes cars; demonstration cars in stock and available on application to O. G. Barnard & Sons, Ltd. Stowmarket. (0691)

GALT OF GLASGOW, main agents, thoroughly recommend these magnificent cars; earliest deliveries, demonstrations.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596. (0684/R)

INGLES AUTOMOBILES OF EDINBURGH, distributors for Scotland.—The latest 1955 models are now on hand and we invite all who enjoy motoring to call, find out the best and try these outstanding cars; all our sales are backed by an enthusiastic service department with factory trained mechanics, and a comprehensive stock of spares.—67-78, Pitt St. Edinburgh 3. Tel. Waverley 5784. (0733/R)

M.G.

EPSON.

THE WOODCOTE MOTOR Co., Ltd.

M.G. retail dealers.

TELEPHONE Epson 1234. (0662/R)

ROWLAND SMITH'S for M.G.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. (0864/R)

SMITH MOTORS OF DULWICH for your new M.G. T.F.—285, Rye Lane, S.E.15. New Cross 0480. (0529/R)

HAMMERSMITH and Chiswick.—M.G. official agents, early delivery, full service facilities.—Rogers Garages, 22, Chiswick High Rd., W.4. Chiswick 6760. (N3054)

MEBES & MEBES, Ltd. (Est. 1893), M.G. specialists, offer rotational delivery of Magnette saloon and T.F. 2-seater, various colours; part exchanges and deferred terms; always in stock a number of second-hand models with B.M.C. guarantee.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. (N3012)

MORGAN

BASIL ROY, Ltd., Morgan distributors, full range on view, see and try Morgan fitted with TR2 engine.—161, Gt. Portland St., W.1. Langham 7733. (0510/R)

MORGAN Plus-Four with TR2 engine.—East Finchley Station, N.2. Tudor 2301-2. (N3018)

JOHNSON & BROWN, distributors all models; early delivery.—268/270, High St., Bromley, Ravensbourne 8941-2. (N2073)

MORGAN—Leicester and Rutland County distributors, most models from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 6018/2023. (1059)

MORGAN Plus 4; prompt delivery of these cars, spares for same, huge stocks of 4/4 and 5-wheeler spares.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. (0728/R)

MORRIS

EPSON.

THE WOODCOTE MOTOR Co., Ltd.

MORRIS distributors.

TELEPHONE Epson 1234. (0662/R)

ROWLAND SMITH'S for Morris

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

SURREY MOTORS, Ltd., official Morris retail dealers, fully equipped for service and spares.—High St., Sutton, Vigilant 4444. (2275)

SMITH & HUNTER, Morris contracting agents, rotational delivery, exchanges, easier deferred terms.—376, Kensington High St., W.14. Western 2312. (N4019)

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for favourable delivery all Morris models, including fully equipped for service and spares.—34, Ace Lane, London, S.W.2. Brixton 4011. (N4085/R)

LANKASTER ENGINEERING Co., Ltd., officially appointed retailers Morris cars and vans; reasonable delivery.—39-43, Eden St., Kingston-on-Thames, Surrey. Tel. Kingston 3151-6. (0264/R)

NEW CARS FOR SALE

MORRIS

MEBES & MEDES, Ltd. (Est. 1893). Morris Specialists for past 50 years, offer rotational delivery all models, including commercial vehicles; part exchanges and deferred payments; always in stock, a number of used Morris cars with B.M.C. warranty. The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. (N3012)

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Nash car spares and repairs through Nash Concessionaires Ltd., only—Nash St., Albany St. N.W.1. Epsom 5558-9. (0562/R)

OLDSMOBILE

SIMPSON'S offer:
1955 new Oldsmobile 88 coupe, fitted with extras. (N4015)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905. (N4015)

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.
GROSVENOR GARAGE, Burnage Lane, Manchester. 19. Rus. 2874-5. (0199/R)

PACKARD

SOLE Concessionaires, Leonard Williams & Co. Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 540. (0730/R)

PANHARD

TRY the aerodynamic 850cc (102 bhp) air-cooled front-wheel drive, 4/6-seater saloon and 5-seater sports cabriolet, superior road holding, flat floor, approx. 84 mph and 40 mpg, available home market, tourists, export, trade and agency enquiries invited—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. (N4100)

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TOM KNOWLES, Peugeot Concessionaires, 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. (0898/R)

MAYDAY MOTORS, Ltd.,
PEUGEOT Distributors; 1955 models in stock.

MAYDAY MOTORS, Ltd., Mayday Rd., Croydon, Thornton Heath 3475/4/5. (0977/R)

PANTILES SERVICE GARAGE, Ltd., Guildford 5326. Peugeot distributors in Surrey, Hampshire, Sussex and Kent. Immediate delivery. (N3034)

TRY the amazing Peugeot 203 at Lockhart's Service depot (Distributors for Beds, Bucks and Herts), Chiltern Rd., Dunstable. Tel. 114. (0361/R)

SEE and try the new Peugeot station wagon at The Utility Vehicle Centre, 100, Great Portland St., London, W.1. Langham 6044-5. (N4072)

DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent), 127, High St., Croydon, Tel. Cro. 7211/7217. (0391/R)

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SIMPSON'S offer:
1955 new Pontiac Star Chief Catalina, power brakes and steering, radio, heater, all extras, delivery 8-10 weeks.
1955 new Pontiac Star Chief convertible coupe, colour castle grey, power brakes and steering, all extras.
1955 new Pontiac Chieftain V.8, r.h.d., 4-door saloon, castle grey over corsair tan, flashing signals, full wrap-round windows, front and rear; full de luxe upholstery, ash trays, arm rests and Stratostreak V.8 engine.
1955 new Pontiac Chieftain V.8 r.h.d., 4-door saloon, falcon grey, flashing signals, full wrap-round windows, front and rear; full de luxe upholstery, ash trays, arm rests, and Stratostreak V.8 engine.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905. (N4015)

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.1. Frimman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. (0950/R)

PORSCHE

SOLE concessionaires for the Type 356 1½-litre models and Type 550 Spyder competition model.

FRAZER NASH CARS, Ltd., London Rd., Isleworth, Middlesex. Tel. Hounslow 0011. (N2015)

EUROPEAN CARS, Ltd., Porsche retailers, offer 1500cc hard top model early delivery; demonstration run can be arranged.—129-131, Old Brompton Rd., S.W.7. Fremantle 7722. (0528/R)

RELIANT

ROWLAND SMITH'S for Reliant 3-wheeler.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampton (Tub), N.W.3. Hampton 6041. (N4018)

RELIANT cars, £5 annual tax, 7hp.—Aston's of Coventry, Gosford St. Tel. 62421. (0372/R)

SLOCUMBER, Ltd.—Regal 7hp 3-wheelers, 50mpg; £289/12/6 inc. P.T.; immediate delivery; terms; part exchanges; cars, motor cycles, or 3-wheelers;—58-52, Dudden Hill Lane, N.W.10 (near Dollis Hill Underground). Willesden 4869. (N4017)

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RAYMOND WAY.
FOR your Renault 750cc saloon for immediate delivery on ½ deposit.—Kilburn Bridge, N.W.6. Maida Vale 6044. Open to 8 p.m. 6 days a week. (0777/R)

METROPOLIS GARAGES, Ltd., London distributors for Renault.—1-31, Macle Rd., W.16. Eps. 5355-7. (0626/R)

FRED GUY for new Renaults, immediate delivery. 750, terms and exchanges.—190, King St. W.8. Riverside 3131. (0085/R)

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for new Renault; immediate delivery, h.p. and part exchange.—1, Dorking Rd., Epsom 3901. (N4085/R)

RENAULT

RENAULT—Leicester and Rutland County distributors, 750cc and 2-litre from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319/20033. (N1059)

RENAULT sales and service, immediate delivery of 750 cc lux saloons, in all colours; h.p. arranged.—Wilcher & Son, 50-75, Cadogan Lane, London, S.W.1. Sloane 4126. (0186/R)

NEW Renault 750cc saloon, metallic blue, duo blue/grey interior, immediate delivery: £599/15/4.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (N4034)

AUTO SALES (LONDON), Ltd., North London distributors for Renault, can give early delivery of the 2-litre Fregate and 750 saloons; we give the best in sales and service.—59-65, Belgrave Rd., N.W.6. Tel. Mai. 5555. (0110/R)

RILEY

EPSON.
THE WOODCOTE MOTOR Co., Ltd.
RILEY Retail Dealers.

TELEPHONE EPSON 1254. (0661/R)

KDM & CHERRINGTON, Ltd., 8, Albemarle St., W.1. Gro. 5551. (N2054/R)

RILEYS—Try Motorists (London), Ltd., Great changes.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester 60319. (N1059)

SMITH MOTORS OF DULWICH for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X. 0462. (0550/R)

ROLLS-ROYCE

CAR MART, Ltd.
OFFICIAL retailers offer for future delivery the new Rolls-Royce Silver Cloud saloon, demonstration cars available.

CAR MART, Ltd., 520, Euston Rd., N.W.1. Euston 1212. (N1039/R)

GLOUCESTER HOUSE, 150, Park Lane, W.1 (Corner of Piccadilly), Grosvenor 3434. (N1039/R)

GROSE, Ltd., Northampton. (0520/R)

OFFICIAL Rolls-Royce retailers.
SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. (0520/R)

DAVID ROSENFELD, Ltd.,
OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 38/42, Peter St., Manchester, 2. Deansgate 6871. (0561/R)

SERVICE Station remains at Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. (0561/R)

JACK OLDING & Co. (MOTORS), Ltd., offer immediate delivery of new Rolls-Royce Silver Cloud and Bentley distributors of Webb saloon coachwork.

AUDLEY House, North Audley St., London, W.1. Mayfair 5242 (open to 7 p.m.). (N3030)

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 5-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8622. (0159/R)

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). (0249/R)

ROVER

HENLYS, England's leading Motor Agents.
ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2227).

HENLY House, 365, Euston Rd., N.W.1. (Euston 4444). (0154/R)

ROVER
ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. (N3026/R)

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. (0945/R)

KDM & CHERRINGTON, Ltd., 8, Albemarle St., W.1. Gro. 5551. (N2054/R)

KJ MOTORS, Ltd., N.W. Kent's leading Rover area dealers. Bromley, Rav. 3456. (0297/R)

DORKING MOTOR Co., Ltd., main dealers. Rover 90, 75 and 60.—Dorking 2256. (N1088)

BEKHILL, F. Dodson, Ltd., Rover distributors. Backville Cottage, Middlesex Rd., Tel. 2582-3. (0951/R)

CROYDON Main Agents, Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. (0237/R)

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-76, Broadway, Bexleyheath 1666. (0912/R)

WATFORD, H. Harris-Mayes & Co., delivery enquiries invited; main dealers since 1935.—Ace of Herts Garage, Watford 4026. (07549)

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair Northampton Tel. 4540. (0001/R)

TRINITY CARS, Ltd., Rover stockists, delivery enquiries invited for Rover 75 and 80.—84, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (N4034)

ROSENFELD for Rover distributors for Lancashire and Cheshire; David Rosenfeld, Ltd., 38-42, Peter St., Manchester, 2. Deansgate 6871. Service station remains at Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. (0566/R)

LAND-ROVER

LAND-ROVER; immediate delivery.—Smith's Motors, Dovercourt. Tel. Harwich 701. (19855)

SIMCA

FIAT (ENGLAND), Ltd., Sole Concessionaires in Great Britain and Northern Ireland for **SIMCA Cars and Spares.—Distributors and Dealers throughout the country.**

FIAT (ENGLAND), Ltd., Water Rd., Wembley, Tel. Ferriale 5651. (N0665/R)

H. C. PAUL, Ltd.
SEE and try the new Simca Aronde; orders accepted for immediate delivery.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621/2. (N5040)

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. (N3041)

MAYFAIR GARAGES, Ltd.—New Aronde in stock for immediate delivery.—Balderton St., W.1. Mayfair 3104-5. (N5009)

NEW Simcas, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2332-3. (N1063)

BROMLEY—Simca Aronde saloon; immediate delivery.—Johnson & Brown, 268/270, High St., Bromley, Havensbourne 8841-2. (N0703)

SPURLING MOTOR BODIES, Ltd., Distributors for Bedford and Hertford.—Lower High St., Watford, Tel. Watford 4491. (0382/R)

SIMCA—Full information and delivery details from Lancashire and Rutland distributors; part exchanges.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester 60319. (N1059)

DAVIES MOTORS, Ltd., official distributors, current demonstration car available; immediate deliveries; full service and spares facilities.—273, London Rd., Staines. Tel. 4211 (5 lines). (N1080)

MAYFAIR GARAGES, Ltd. (Fiat sales and service), immediate delivery of the new Simca.—Demonstration from Balderton St. (opp. Selfridges), W.1. Mayfair 3104-5. (0155)

SINGER

GATEHOUSE offer:
EARLY delivery of Singers.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (N2021)

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. (N3041)

PILCHERS, Ltd., 514, Kingston Rd., S.W.20. Liberty 2350.—Immediate delivery of the Singer Hunter saloon. (0497/R)

TRADE and retail agents; full range on show at the 100% Singer specialists.—Automotors, Ferry Rd., Barnes, S.W.13. Riverside 8291. (0757/R)

IMMEDIATE delivery, new Singer Roadster, terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 3046. (N3046)

STANDARD

GATEHOUSE offer:
EARLY delivery of Standards, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (N2021)

SHAW MOTORS, Ltd.
PLACE your order now for earliest delivery of all models; part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3051-2-3. (N4008)

HALLS (FINCHLEY), Ltd.
AREA dealers for Standard and Triumph, all models for inspection and demonstration; part exchange, h.p. terms.—Odeon Parade, North Finchley, N.12. Hilly 1044. (0563/R)

ROWLAND SMITH'S for Standard.
IMMEDIATE delivery Vanguard saloons.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampton (Tub), N.W.3. Hampton 6041. (N4018)

BERKELEY SQUARE HOUSE GARAGE.
EXCLUSIVE Standard retail dealers.

OFFER immediate or early delivery all Standard models, with service on the spot; day and night garage facilities.

BERKELEY Sq., London, W.1. Grosvenor 4343. (0856/R)

EARLY delivery Standard 8 and 10 models, part exchange, terms.

X. L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8335. (N4060)

STANDARD 8 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

STANDARD 10 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

SIDNEY MARCUS, Ltd.—Early delivery all models, first-class after service.—13, Sloane St., W.1. Tel. Belgrave 3721. (N3006)

ERSKINE, Woking, for most Standard cars; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd., Woking 350. (N2051)

BRAND new and unregistered latest model Vanguard diesel saloon available immediate delivery.

K. J. MOTORS, Ltd., Bromley. Rav. 3456. (0762/R)

VANGUARD diesel saloon, 50mpg; list; part exchanges welcomed.—New Cross Car Mart, Tudor 2908. (N3084)

KJ MOTORS, Ltd., N.W. Kent's leading Standard/Triumph area dealers, favourable delivery on some models.—Bromley, Kent. Rav. 3456. (0494)

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges.—74-76, The Broadway, Bexleyheath, Tel. 1666. (0918/R)

STANDARD Vanguard dual colour, black/grey, red upholstery, immediate delivery.—Over Hall Garages, Staines Rd., Bedford, Ashford, Middle 2525. (19544)

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Crickwood Broadway, London, N.W.2. Gladstone 2480. (0431/R)

NEW CARS FOR SALE

STANDARD

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [0026/R]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer immediate delivery Standard 10 pick-up, primer, maximum h.p. terms available, 4 down, balance over 2 years. [N1001]

L. F. DOVE, Ltd., the Standard and Triumph main agents, have a full range of demonstration models available; part exchanges; hire purchase; order now for the spring.—69, The Broadway, Wimbledon, S.W.19. Liberty 5456. [N1077]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., can offer favourable delivery of 8 and 10hp models, also Vanguard and light commercials.—34, Acton Lane, S.W.2, Brixton 4011; and 1-5, Dorking Rd., Epsom 5901. [N4065/R]

DUDLEY CORBOLD AUTOMOBILES for immediate delivery of Standard Vanguard and 8 family saloon and early delivery of 10 and 8 de luxe models.—205 210, 216, The Broadway, Wimbledon, S.W.19. Cherrywood 3566-7. [0955/R]

"BRITAIN and back"—Standards without purchase tax; overseas residents receive immediate air-mailed reply to enquiries.—Export Department, Steele Griffiths, Ltd., opposite North Entrance to London Airport, England. [0457]

YOU couldn't do better than secure immediate delivery of your new Standard Vanguard saloon or make sure of early delivery of the Standard 8 Family or de luxe or Standard 10 saloon; current market value for your present car subject to inspection. [N1000]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2, Gladstone 2237. Open week-days 9 a.m. to 6 p.m. [N2006]

STANDARD and Triumph distributors in Surrey since 1911; immediate delivery Phase II Vanguard saloons; choice of colour; also diesel engine saloon; demonstration cars available.—Lankaster Engineering Co., Ltd., 59-43, Eden St., Kingston-on-Thames, Kingston 5151-6. [0402/R]

STUDEBAKER

STUDEBAKER Champion and Commander saloons with r.h.d. for immediate delivery subject being unsold.—West Coast Motor Co., Ltd. (Est. 1905), 1, Arrad St., Liverpool-7. Royal 1918-9. [5604]

A LIMITED number of new 1955 Studebakers, 4-door saloons with right-hand steering are now available for early delivery.—Studebaker Distributors, Ltd., Henly House, 365, Euston Rd., N.W.1, Euston 4444. [0590/R]

SUNBEAM

GORDON CARS (LONDON), Ltd., offer for early delivery all Sunbeam models. [0648]

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opp. Tube Station), N.W.11. Speedwell 2564 or 4701. [0975/R]

SUNBEAM—Smith Auto Co., Ltd., main dealers for Routes Group, offer early delivery of Sunbeam models.—145, London Rd., Croydon, (Croydon 2115, 3 lines). [0669/R]

TRIUMPH

BURGE & INGOLIS, Ltd., [0648]

TR2, pearl white; terms, part exchanges, cars or motor cycles.—Dudden Hill Lane, N.W.10, Willesden 4869. [N4017]

ROWLAND SMITH'S for Triumph. [N4018]

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), W.8, 5, Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd., [0648]

EXCLUSIVE Triumph retail dealers. [0648]

OFFER for immediate delivery all Triumph models, with service on the spot; day and night garage facilities. [0599]

BERKELEY Sq., London, W.1, Grosvenor 4343. [0840/R]

METROPOLIS GARAGES, Ltd., offer immediate delivery of the Triumph TR2—1-51, Macleod Rd., W.14. She 3535-6-7. [0482/R]

TR2, sale, service, part exchanges, hire purchase.—Fuller's of Combe, Beverley Way, Kingston By-Pass, S.W.20. Malden 5666-7. [N5018]

TR2—Try Motorists (London), Ltd., Great North Rd., Ed. Finchley Station, N.2, Tudor 2501-2. [N5018]

TR2—We value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N5041]

TR2 specialists; part exchanges; H.P.—Premier Motors, 295, Lewisham High St., S.E.13, Lee 1051. [N5083]

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [0493/R]

TRIUMPH

NEW Triumph Renown saloon, colour grey with red leather upholstery, fitted with H.M.V. radio, immediate delivery, generous allowance for Part exchange on this car. [0946]

MARTIN WALTER, Ltd., 145-7, Sandgate Rd., Folkestone (Tel. 3103). [0946]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer immediate delivery TR2 hard top, leather, heater, overdrive, British racing green; maximum h.p. terms available, 4 down, balance over 2 years. [N1001]

STANDARD & TRIUMPH (distributors in Surrey since 1911), immediate delivery TR2 models, choice of colour; demonstrator available.—Lankaster Engineering Co., Ltd., 50-53, Victoria Rd., Surbiton, Tel. Elmbridge 1154-5. [0693/R]

L. F. DOVE, Ltd., the London TR2 centre.—Buy your TR2 from the first specialist centre; sales, service, spares; choice of specification and colour for quick delivery; part exchange, hire purchase.—Send for details of Hard Top Conversion to 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077]

VAUXHALL

VAUXHALL CARS—Shaw and Kilburn, Ltd., Showrooms, 4-6, Berkeley Sq., W.1, Grosvenor 4328. [0167/R]

PARTS and service; Western Ave., W.3, Acorn 4641. [0019/R]

KEITH & BOYLE (Ldn.) Ltd., Terminal House 80, Glasgow Rd., S.W.3 (close to Oval Underground). [N2006]

VAUXHALL main dealers, spares and service, Tel. Reliance 4211 (extension 10 or 19). [0608/R]

KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts.—Bromley, Rav. 3486. [0221/R]

VAUXHALL—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking, Tel. Woking 1282. [N1078]

"BRITAIN and back"—Vauxhalls without purchase tax; overseas residents receive immediate air-mailed reply to enquiries.—Export Department, Steele Griffiths, Ltd., opposite North Entrance to London Airport, England. [0456]

VOLKSWAGEN

VW MOTORS, Ltd., [0648]

SOLE concessionaires, Great Britain and Northern Ireland.—Cars available for early delivery.—Byron House, 7-9, St. James's St., London, S.W.1, Whl. 9501. [0648]

C COLBORNE GARAGE, Ltd., Ripley, Surrey. [0648]

BUY your new Volkswagen from the Volkswagen Centre. [0648]

ORIGINAL U.K. specialists and leading distributors; demonstration vehicles available including the commercial and utility range.—Tel. Ripley 2561. [0017/R]

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N5041]

SUSSEX distributors—Prestwich (Hove), Ltd., St. John's Rd., Hove, Tel. 34037-8. [0190/R]

EUROPEAN CARS, Ltd., distributors for London Western districts; early delivery, demonstrations; exchanges; terms; also vans, pick-ups, and buses. [0122/R]

129—131, Old Brompton Rd., S.W.7, Fre. 7722. [0900/R]

SOUTH Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield, 1, Tel. 2638-9, Complete facilities. [0122/R]

CROYDON—H. Harmer Car Sales, Ltd., Area Dealers, 444-8, Brighton Rd., South Croydon, Croydon 6225. Uplands 8629. [0127/R]

SALOON de luxe, van, pick-up, from stock; demonstration any time.—Tarrant & Frazer, 10, Winchester Mews, N.W.3, Pri. 6159. [8767]

BROMLEY—Volkswagen Agents offer early delivery of all models.—Johnson & Brown, 268, 270, High St., Bromley, Ravensbourne 8641-2. [N2073]

ONE only convertible (drop head) from stock.—Tarrant & Frazer, 10, Winchester Mews, N.W.3, Pri. 6159. [8875]

PRIDE & CLARKE, Ltd., South London distributors, —Exchange your car for the latest Volkswagen; terms.—Stockwell Rd., S.W.9, Brixton 6251. [N3068/R]

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire, sales, spares, service.—Tel. Ardwick 4361-7. [0519/R]

DAVIES MOTORS, Ltd., official distributors, —Current demonstration car available; saloon, sun roof and convertible on display; full service and spares facilities.—273, London Rd., Staines.—Tel. 4211 (5 lines). [N1080]

VOLKSWAGEN

V&F MONACO MOTORS for Volkswagen; buy your new Volkswagen from the firm which concentrates exclusively on the V.W. and handles no other make; also specialized repair service spares. [0651/R]

V&F MONACO MOTORS, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station), Frenantia 4414. [0651/R]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, Main Distributors for Bedfordshire and West Hertfordshire, offer early delivery de luxe and standard saloons, also commercial vehicles; maximum h.p. terms available, 4 down, balance over 2 years. [N1001]

OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life, saloons from £599/13/4; exchanges, terms, demonstrations with pleasure, also pick-ups, buses, vans, completely new standards in transport economy, double the distance at half the cost.—Details. [N1017]

S&N MOTORS, 1, Clarendon Rd., London, W.11, (50 Bys. Holland Park Tube), Park 5066. [N1017]

WILLYS

SOLE Willys concessionaires for Great Britain.—Sales, spares.—Steele Griffiths, Ltd., London, S.E.5. [0812/R]

WOLSELEY

EW EUSTACE WATKINS, Ltd., sole London distributors; early delivery 4/44 models, 6/90 on view; part exchange and hire purchase.—12, Berkeley St., W.1 (Mayfair 5951). 12, Chelsea Manor St., S.W.1 (Plaza 8181). [N4046]

EPBOM THE WOODCOTE MOTOR Co., Ltd. [0660/R]

WOLSELEY distributors. [0660/R]

TELEPHONE Epsom 1234. [0660/R]

SHAW MOTORS, Ltd., [0660/R]

PLACE your order now for earliest delivery of all models; part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17, Wim. 3031-2-3. [N4008]

ROWLAND SMITH'S for Wolseley. [N4008]

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. [N4056]

KDM CHERINGTON, Ltd., 9, Albemarle St., W.1, Gro. 5551. [N2054/R]

R. C. WIMBUSH, Ltd.—Wolseley stockists; part exchange; hire purchase facilities.—312, Earls Court Rd., London, S.W.5, Frenantia 8401-3. [N4056]

DORKING MOTOR Co., Ltd.—Order now for early delivery 4/44 and 6/90 models.—Dorking 2256. [N1069]

C. W. J. COLES, Ltd., official agents, offer early delivery of Wolseley 4/44; orders taken for 6/90 model.—18, Blunt Rd., South Croydon, Croydon 0074-5. [N1069]

MEBES & MEBS, Ltd. (est. 1893), the Wolseley specialists for past 30 years, offer early delivery of Four-Forty-Four and rotational delivery Six-Ninety saloons, various colours, part exchange and extended payments; always in stock, a number of used Wolseley cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7, Tel. Mill 2040. [N5012]

MISCELLANEOUS CARS

ALL particulars of the new Hummer, Hillman and Sunbeam-Talbot cars are available from the dealers, Routes, Ltd., Devonshire House, Piccadilly, W.1, Grosvenor 3401. [0012/R]

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armada, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write.—Marston Motor Co., Ltd., Sta. 8000. [0178/R]

NEW COMMERCIAL VEHICLES

MORRIS J-type 10cwt van; £466/9/1 (inc. tax). [0648]

G. W. WILKIN, Ltd., Lion Gate, Hampton Court, Middlesex, Mol. 6109. [N4053]

BROWN'S GARAGE (LOUGHTON), Ltd., offer:— [N1034]

STANDARD 10 pick-up truck; immediate delivery; list price.—Brown's Garage, Loughton (Essex), 6262 (Tube). [N1034]

NEW Morris J-type 10cwt van, primer, immediate delivery; cash or terms up to maximum period.—Wilson's Automobiles and Coachworks, Ltd., 34, Acton Lane, S.W.2, Brixton 4011. [N4095/R]

VOLKSWAGEN 15cwt vans and pick-ups are famous for petrol economy, sturdiness, large easily accessible loading space (no arches)—View at Tarrant & Frazer, 10, Winchester Mews, N.W.3, Pri. 6159. [7827]

A40 Countryman, finished in green; A40 pick-up finished in primer; A40 van, finished in primer; Ford 10cwt builder's truck, finished in primer.—Brett Brothers, Ltd., 133, Old Brompton Rd., S.W.7, Frenantia 3533. [N1093]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

A SYNCHRO 1955 Vauxhall Velox or the new Austin A50, self drive, with choice of rates, costs from 26p per week; cheap off-season and winter rates; A.A., R.A.C., radio, heater, Continental touring, special facilities for overseas visitors.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7, Western 4108. Cables: Synchro, London. [0636/R]

IVOR HILL, Ltd. [0636/R]

NEW A40 Cambridge saloons for hire; reasonable terms.—Revelstoke Rd., S.W.19, Wim. 5686. [0360/R]

CARS FOR HIRE

NEW Vauxhall Dormobiles for weekly hire. [0979/R]

MAYDAY MOTORS, Ltd., Mayday Rd., Croydon, Thornton Heath 3473-4-5. [0979/R]

MANCHESTER—Drive yourself 1954-1955 Vauxhalls; overseas visitors specially catered for. [0979/R]

SUREFLEET, delivery anywhere in England; free. [0979/R]

SUREFLEET, lowest rates in the trade. [0979/R]

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 18, Tel. Moss Side 1937. [0646/R]

SMITH & HUNTER or self-drive; inclusive rates.—376, Kensington High St., W.14, Wes. 6417. [0458/R]

CARS FOR HIRE

FOREST Hill 2432—Self-drive and chauffeur-driven.—Moore Park Garage, 110, Woodvale, S.E.25. [0679/R]

WIMBLEDON CAR HIRE, Self-drive Specialists, —Austin A30, A40 and A70s, competitive rates.—Mansell Rd., S.W.19, Wim. 3834. [0811/R]

LONDON'S lowest rates.—The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2), Dolphin Sq., S.W.1. [0062/R]

HAROLD H. HILLS GARAGE—Garage accommodation service, high-class car hire.—3-5, Ennismore Mews, S.W.7, Kensington 4020. [0551/R]

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11, Par. 9664-5. [0466/R]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

JERRY, C.I.—Forty 1953-4-5 self-drive cars; folder on request; A.A., R.A.C.—Drevshire, 22, Broad St., St. Helier (Jersey Central 1818). [0681]

1954 self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, S.W.1. Tel. Ken. 6428 and Baywater 8229 (garage). [0055/R]

1954 Zephyrs, 1700s a week, 600 miles; also new Consul, Oxford, Somerset; request no limit tariff—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Paddington 6646/6901. [0314/R]

BLACKPOOL, convenient for Lake District; 1954-55 Austin A30, A40, A50; Morris Minors, Cowleys, Oxford; Singer, S.M.1500—North Station Garage, Cockson St., Blackpool. Tel. 52602. [0581/R]

SELF-DRIVE post-war Austin A40s, new Fords, Morris Minors—Rons (Car Hire), Ltd., 5, Choumert Rd., Peckham, S.E.15, New Cross 2103 and 135, High St., Bromley, Kent, Ravensbourne 0205. [0580/R]

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage cars; cars delivered—Bri. 5532 and 8637—290, Millwood Rd., Herne Hill, S.E.24. [0683/R]

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors; G.P. (Balm), Ltd., 26, Balham Rd., S.W.12, Fords G.Pham South Tube). Batt. 1107-8-9. [M2024/R]

CAR HIRE (MAYFAIR), Ltd., for Humber, Pullman and Austin dependability; chauffeur driven; A30s, A40s and A70s, to drive yourself; competitive rates—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8681/R. [0084/R]

1955 self drive Austins, A30/40/50s, Morris Minors, Austin Vaushals, new Vauxhals, etc.; overseas visitors special facilities—Sussex Motors, Burwood Mews, Edgware Rd., London, W.2. Amb. 5025 and Fnd. 5306. [0569/R]

WELBECK CAR HIRE offer—New self-drive cars, no mileage charge, you just pay a flat rental and that is all—Populars one day £1/15, 24 hours £2/10, one week £12/10, new Anglias at £3 per day and £16 per week. [0681/R]

WELBECK CAR HIRE, 22, Crawford St., London, W.1 (near Baker Street Station). Welbeck 3991. Office hours 8 a.m. to 6 p.m., Sundays 8 a.m. to noon. [0681/R]

GEE CARS self-drive car hire with new Ford Zephyr, Consul, Prefect, Anglia, Popular and Morris Cowley saloons; reasonable rates, two-way tariff; special rates overseas visitors—40-62, Queensway Rd. S.W.8. Mac. 3365 or Kni. 4733. [0091/R]

SELF-DRIVE—Coming on leave, visiting Britain? Our keenest rates for vacation period hire, slim your motoring budget, new 1955 models available, Austin, Vauxhall, Ford etc.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [0031/R]

DRIVE YOURSELF HIRE CO. (LONDON), Ltd.—Go by car. Comprehensive insurance; it's easy and it's cheap—30, Grosvenor Place, Victoria, S.W.1. 536, Kings Rd., Chelsea, S.W.3. 44, Buckingham Palace Rd., Victoria, S.W.1. Slo. 9044; 306, Seven Sisters Rd., Finsbury Park, N.4. Sts. 5493. [0507/R]

OVERSEAS visitors; a fleet of 1955 Austin Drive-hire saloons for hire to drive yourself with unlimited mileage; send for illustrated brochure to Drive-hire Cars, Ltd., Head Office, Kingsway, Newport, Mon. Saloons also available for the home market at 15 Drive-hire stations throughout Britain. [0211/R]

WILSONS CAR HIRE SERVICES, new cars in perfect condition, self-drive from £1 per day or £5 per week plus 6d per mile, including petrol, oil and insurance; 7 types of cars available, including Armstrong Siddels, Sapphires at £12 per week or £2 per day plus 6d per mile. [0614/R]

WILSONS, 54, Acle Lane, S.W.2. Brixton 4011; and 1, Dorking Rd., Epsom. Epsom 3901. [M4085/R]

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Parts and Accessories Wanted WANTED, right front mudguard for 1937 Austin 7. Black.—Box 561. [0165]

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2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 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2927, 2928, 2929, 2930, 2931, 2932, 2933, 2934, 2935, 2936, 2937, 2938, 2939, 2940, 2941, 2942, 2943, 2944, 2945, 2946, 2947, 2948, 2949, 2950, 2951, 2952, 2953, 2954, 2955, 2956, 2957, 2958, 2959, 2960, 2961, 2962, 2963, 2964, 2965, 2966, 2967, 2968, 2969, 2970, 2971, 2972, 2973, 2974, 2975, 2976, 2977, 2978, 2979, 2980, 2981, 2982, 2983, 2984, 2985, 2986, 2987, 2988, 2989, 2990, 2991, 2992, 2993, 2994, 2995, 2996, 2997, 2998, 2999, 3000, 3001, 3002, 3003, 3004, 3005, 3006, 3007, 3008, 3009, 3010, 3011, 3012, 3013, 3014, 3015, 3016, 3017, 3018, 3019, 3020, 3021, 3022, 3023, 3024, 3025, 3026, 3027, 3028, 3029, 3030, 3031, 3032, 3033, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3041, 3042, 3043, 3044, 3045, 3046, 3047, 3048, 3049, 3050, 3051, 3052, 3053, 3054, 3055

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CHURCH, HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts.—Details upon application stating requirements, to 39, Kew Rd., Richmond, Surrey. Tel. Ric. 2351-2-3. (M1047)

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REQUIRE immediately, for genuine applicants, filling stations and garages throughout the United Kingdom, owners seeking confidential and private transactions.—Garage Sales Dept., Peter Long & Partners, Lion House, Richmond, Surrey. Tel. Richmond 5651/4.

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SALES manager for automobile division; must be thoroughly experienced in and capable of dealing with large-scale sales of motor accessories, both to motor manufacturers and distributors; knowledge of export procedure; person schemes; Applicant should have experience and salary required, to Commercial Manager, Dalany Galley, Ltd., Vulcan Works, Edgware Rd., Crickswold. (9130)

PAGE Bros., Morris car distributors, Bexhill-on-Sea, Sussex, urgently require assistant working foreman, age about 27-35 years, with extensive knowledge of Nuffield products covering Morris and Wolseley models; applicants to have sound experience of overhauls, rebores, sleeving; salary will be offered according to qualifications.—Please write with copy of testimonials to Page Bros., 66, Sackville Rd., Bexhill-on-Sea, T.N. 2255. (9127)

ANDOVER MOTOR CO. (Austin main dealers) require first-class salesman to take charge of new and second-hand car and commercial vehicle sales. Must be able to buy and sell second-hand cars and have a sound knowledge of, and be able to develop, expert sales and service; required to assist managing director, excellent prospects, house available at Andover.—Write for interview Mr. W. M. Adkins, Ingram & Co. Ltd., 117b, High St., Wrexham, E.11. Tel. Wrexham 5617. (9093)

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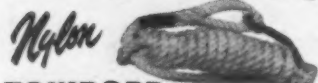
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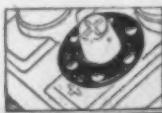
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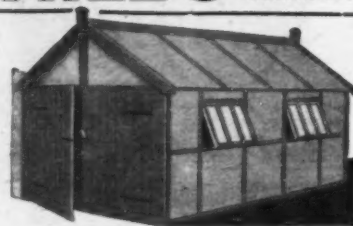
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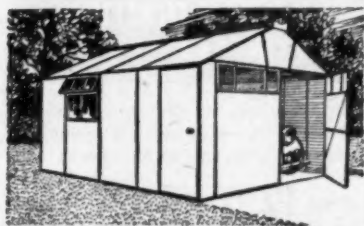
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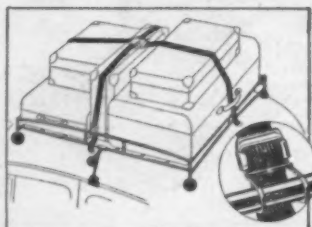
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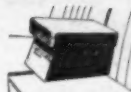
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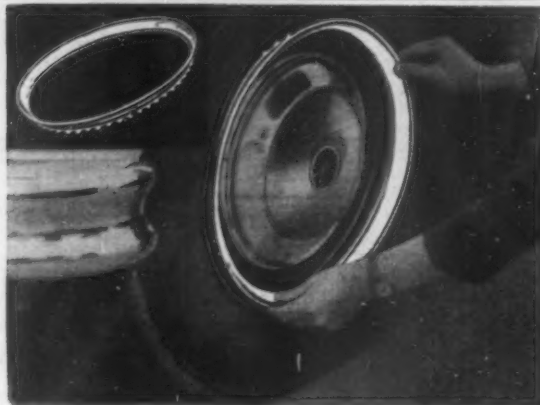
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